

# GRAIN DEALERS JOURNAL

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Vol. I. No. 9.

CHICAGO, ILL., NOVEMBER 25, 1898.

FIVE CENTS PER COPY;  
ONE DOLLAR PER YEAR.

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G next page

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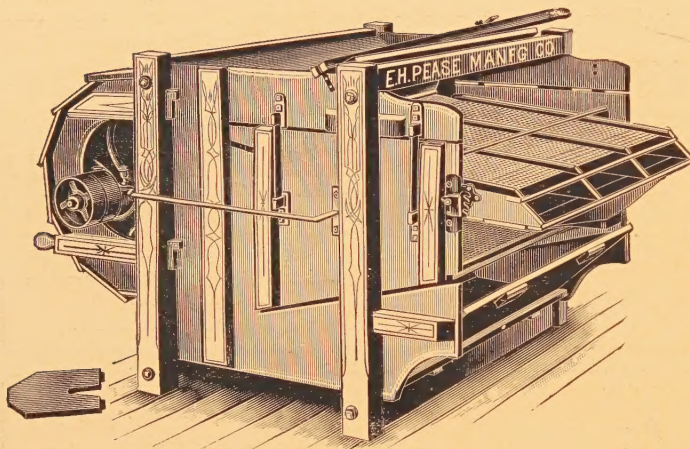


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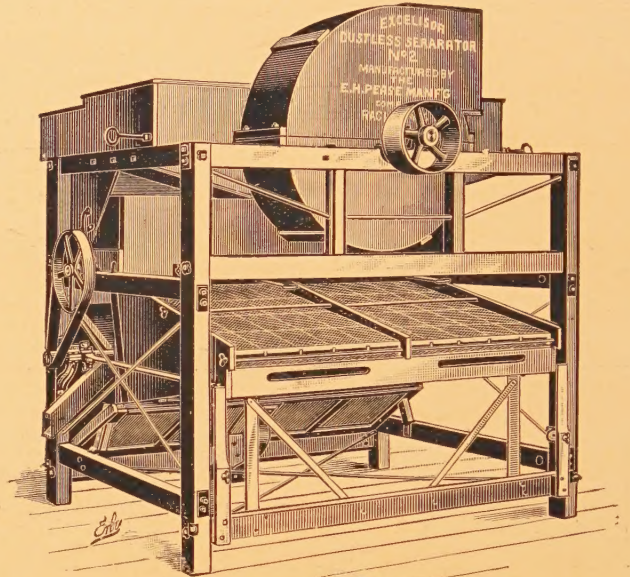
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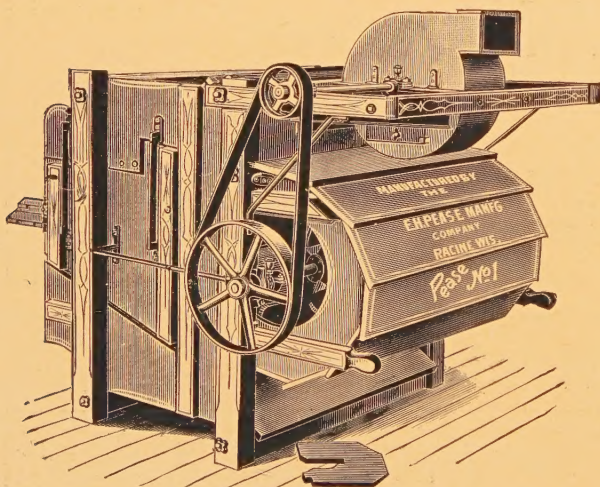


Pease End Shake Warehouse Fanning Mill.

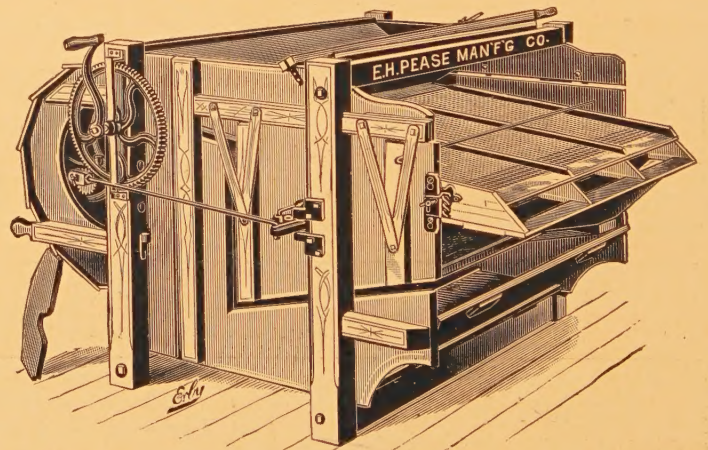
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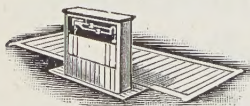
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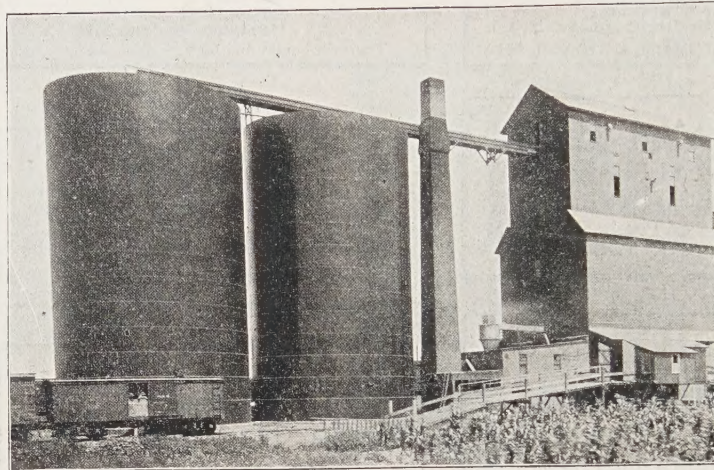
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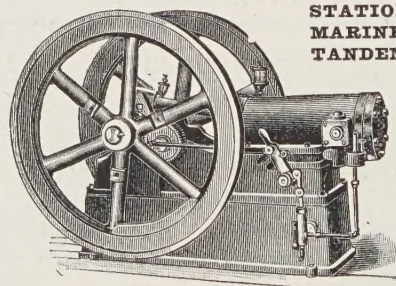


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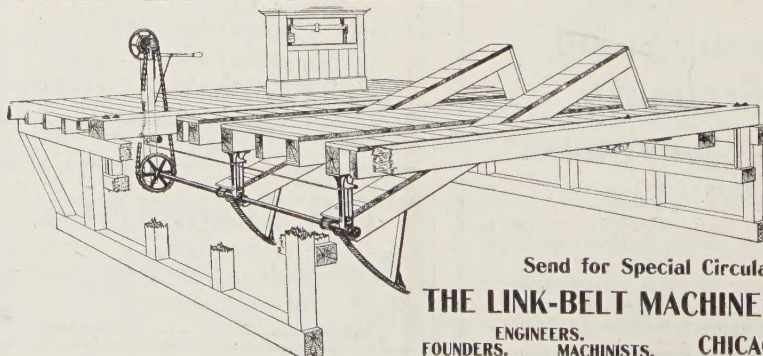
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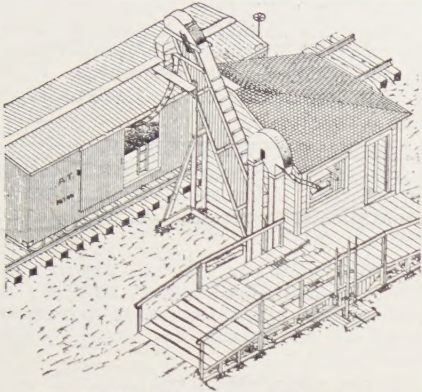
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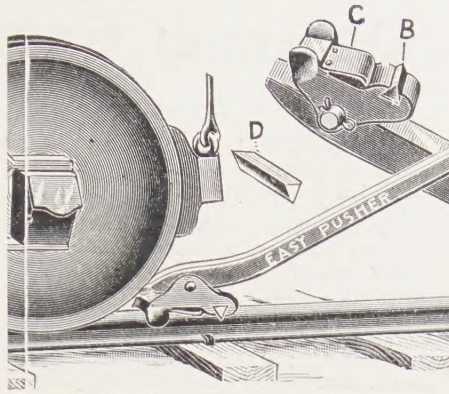
**Toledo Daily Market Report,**

published daily at Toledo, Ohio, by the Franklin Printing and Engraving Co., or to the

**GRAIN  
DEALERS JOURNAL**

published on the 10th and 25th of each month, by the Grain Dealers Company, at Chicago, Ill.

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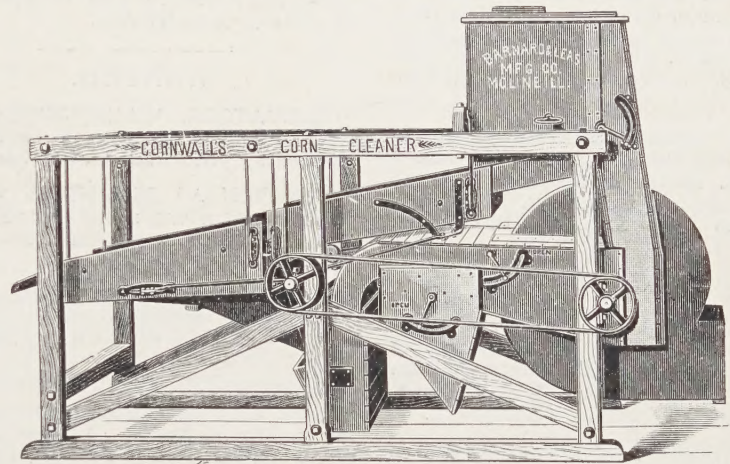
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GRAIN CLEANERS, engines and machinery not in use, which are in your way and increase the fire hazard of your plant, can be sold by advertising them in this column.

ELEVATOR ON WABASH, in Piatt Co., Ill., for sale. Perfect condition, gasoline engine, price \$2,650.. Territory rich and fully cultivated. I. H. French & Co., Champaign, Ill.

LINE OF ELEVATORS for sale. We have a line of elevators and a first class cleaning house in Iowa, which must be sold together. Price \$75,000. F. J. Fox, Box 6, Grain Dealers Journal, Chicago, Ill.

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GRAIN ELEVATOR for sale. Capacity 15,000 bushels. All new machinery. Stationary engine and boiler, 35 horse power. Situated on Big 4 R. R. in heart of Corn Belt of Western Indiana. For particulars address C. F. P. Box 8, Grain Dealers Journal, Chicago, Ill.

MACHINERY.—Second hand, but in first class order as follows:  
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TO LET.—Space in this department, to elevator owners who wish to lease an elevator or warehouse.

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## WANTED.

GASOLINE ENGINES WANTED.—I pay cash for 2nd hand gasoline engines, McDonald, 72 W. Washington St., Chicago, Ill.

POSITION as helper in country elevator wanted. Two years' experience. Married. Can furnish references. F. R. Fredericks, Box 6, Grain Dealers Journal, Chicago.

ELEVATOR WANTED.—I want to buy a small elevator at a good station in Illinois. Address S. T. R., Box 9, Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

SITUATION as buyer, superintendent, foreman, bookkeeper, engineer or helper about a grain elevator, can be secured by advertising for same in this department.

BURR WANTED.—We want a 20-inch Vertical French Burr Choper, in good condition. Must not have been used over one year. Hager & Harp, Versailles, Ohio.

ELEVATOR WANTED.—I want to lease a well-equipped elevator, in good grain section, with view to buying. O. S. M., Box 9, Grain Dealers Journal, 10 Pacific Avenue, Chicago, Ill.

CHICAGO CORN ACCOUNT WANTED.—I want a shipper advantageously located for shipping to New England points. M., Box 9, Grain Dealers Journal, 10 Pacific Avenue, Chicago, Ill.

HELP! If you want an elevator superintendent, a buyer, a foreman, a bookkeeper, a machine tender or an engineer, make it known to those connected with the trade by advertising your want in this department.

COUNTRY ELEVATORS WANTED.—We have frequent inquiries for elevators from grain dealers who desire to buy, and we feel that it would be to the advantage of every one who desires to sell an elevator to list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. F. R. S., Box 9, Grain Dealers Journal, 10 Pacific Avenue, Chicago, Ill.

The large cargoes of grain which have arrived at Buffalo recently have caused much trouble to the old-time elevators with their out-of-date weighing facilities. One large cargo, recently shipped from Duluth, was reported 700 bushels short. If such shortages occur frequently vessel-men may be expected to insist upon unloading their cargo at one of the modern houses, where facilities are provided for the weighing of grain.

The Western Insurance Union has recently adopted a new rule regarding the use of lights from vapor of gasoline in buildings. They refuse to permit same when a supply is stored on the premises. The insurance men know that it is dangerous to store gasoline in any structure of value, and elevator men are slowly but surely learning the same thing. Few weeks pass by which do not bring reports of explosions of gasoline vapor in grain elevators. It is not necessary to store the gasoline in the elevator and it unnecessarily increases the fire hazard when done.

# if U desire...

to keep informed on what is going on in the grain trade write your name and address on the back of this and mail together with One Dollar to the Grain Dealers Company, 10 Pacific Avenue, Chicago, Ill., and you will receive the

## GRAIN DEALERS JOURNAL

regularly for one year.



# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month at  
10 PACIFIC AVE., CHICAGO, ILL.

BY THE

**GRAIN DEALERS' COMPANY.**

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., NOVEMBER 25, 1898.

The cold weather has checked the deterioration in new corn and is rapidly drying it out.

Country shippers will confer a favor by sending us postal card bids which they receive in any one day.

Buffalo has had another grain blockade, despite improvements in its facilities for receiving and storing grain.

Clipper dust is and will continue to be mixed with low grade oats, as long as Eastern buyers accept it without protest.

The interest in flax continues and the speculators of the Chicago Board of Trade seem to give more and more attention to flax seed.

If any country elevator men are still stamping their weigh tickets or have reason to believe it is necessary to do so, we would be pleased to hear from them.

The rush of grain from Buffalo to New York has been so great that the cities en route from Buffalo have been congested and the grain delayed accordingly.

At last New York is to have free lighterage. If the friends of the grain trade of that city continue they will soon have all of the old exactions removed.

Manitoba farmers are reported to be intending to use damp wheat for seed grain. Should they carry out their intent they will be much disappointed by the results.

Grain shippers will profit by picking over the new corn and burning that affected with dry rot. If permitted to remain with other corn it will greatly reduce the grade of all.

A Chicago dealer in sending out track bids quotes prices "subject to our weights and inspection." It seems that some local track buyer has lost faith in state inspection, as well as public weights, or, it may be, that he has more confidence in his own. If shippers who

sell to such buyer find a marked discrepancy in weights or grades they have an easy remedy at hand—ship to other dealers.

Several questions are presented in "Asked and Answered" this number. We trust that those seeking information will be favored with the opinions of many of our readers.

The damp grain of the present year seems certain to bring about the more extensive use of grain driers. It has already brought about several improvements in driers that will insure their more effective use.

So many oats were wet in the shock this year that the bleachers will no doubt find plenty of work to do and the "Snow White Oats" bleached and clipped, will be much in demand at the stalls of New England horses.

The scarcity of cars in many sections is very likely to make much trouble for shippers who have contracted grain for November delivery. A great shortage seems to exist in many different sections and the reciprocal demurrage charge is still unattained.

A track buyer who buys much corn throughout the corn surplus states, in a recent letter says: "It is not our policy to buy corn of others than regular grain dealers." It is encouraging to know that many other track buyers have adopted the same policy.

A Chicago track buyer avoids opportunity for misunderstanding with country shippers whose grain grades lower than contracted for by clearly specifying on all bids that "grain grading lower than purchased will be settled for at market difference the day of purchase."

We give in this number another form of contract used by country grain buyers in contracting for future delivery of farmers' grain. If any of our readers have forms different from those which have appeared we will consider it a favor if they will send us sample of same. If any dealer has a form of contract which has proved a failure or failed to hold farmer to his part of the contract we would especially like to have a copy of same.

The State Board of Transportation of Nebraska seems to have an unusually clear conception of what is fair and right in establishing rules governing the distribution of cars among shippers. The Board has established a rule which requires carriers in times of car famines to give cars first to those shippers who have grain in carload lots in sight, ready to load into cars. The Board readily perceives the injustice of permitting scoop-shovel grain shippers to detain cars for warehouse purposes and

refuses to permit the shipping public to be inconvenienced by any such abuse of personal privileges.

Builders of new elevators as well as operators of old ones should bear in mind that a dust room for settling clipper dust is a dangerous thing to have about an elevator. It greatly increases the fire hazard and danger of dust explosion. Should insurance companies learn of such rooms being used, they would surely materially increase the rate. If good dust collectors are used a dust room is not necessary; hence should be discarded.

The rules of the Chicago Board of Trade specify that on all sales of grain for future delivery, 625 bushels shall be deemed a carload, yet one track bidder specifies that 700 bushels shall constitute a carload. Such variation, together with the rules of the rail carrier regarding what shall constitute a carload, helps to add confusion to the regulations on this point. If uniformity could be secured it would relieve the trade of a cause of much friction.

A Chicago receiver who solicits shipments of grain from farmers with a song entitled "I Am Holier Than All Others" has been trying to make much capital out of the refusal of a Toledo receiver to supply a farmer at Broadlands, Ill., with track bids. Receivers who are averse to handling farmers' shipments would profit by paying no attention to such requests, as many of them are made for the purpose of raising enough wind to fly somebody else's kite.

Off grade barley is commanding considerable of a premium over corn. The demand is due, of course, to the desire of oat shippers who buy barley to mix with their light oats. In the early days of mixing large profits were realized, but the competition in the oat trade has reduced the profit to so small a margin that the shipper seldom realizes much by mixing barley. It is easy, however, to bring the oats up to the weight required by the foreign trade by mixing in barley.

Few dealers or receivers are willing to make bids to or accept shipments from irregular dealers. They have proved themselves so thoroughly unreliable and tricky that it has been found best to ignore them. One receiver who recently bought hay of an irregular shipper found upon its arrival that it was of a much lower grade than reported and worth \$30 a car less than the contract called for. The shipper being without means, the buyer was left in the lurch until one day he discovered another consignment in the market from the irregular shipper. He attached the shipment for the amount



due him and his attachment was sustained in the different courts. Since then he has been more careful in selecting country shippers and invariably makes it a point to deal only with established shippers.

The editor of the Cincinnati Price Current has been giving the official visible supply a few merited pokings, and has once again called attention to the fact that the "regular" stocks of grain in Cincinnati include only the grain in the regular warehouses. Some means should be devised for obtaining reliable reports of the amount stored in private houses, and these reports should be given in a supplementary report to the official visible supply report. As the visible reports are now compiled they are misleading.

The number of good gas engines which have been discarded by country elevator men because they did not know how to put them in running condition is very deplorable. If as much attention was given to placing an engine in running order as to the enticing stories of the salesman of some other gas engine fewer engines would be discarded. One gas engine expert who recently traveled 120 miles in response to repeated telegrams to "Come and fix engine" returned completely disgusted. He found that the reason the engine would not run was because the gasoline tank was empty.

An Ohio shipper recently made the mistake of consigning a car of oats without making a draft against same. The receiver, whom, we believe, had been expelled from his local exchange, neglected to report the sale of the oats until long afterwards, and then, immediately after he reported the sale, he reported that the firm to whom he had sold the oats had failed, and he did not consider himself bound morally or legally for the value of the oats. Different influences were brought to bear upon the gentlemen with this fantastical reasoning and the matter of the oat shipment was settled out of court.

Country shippers who sell grain of a stipulated grade to arrive should give the buyer specific instructions regarding disposal of grain in case it fails to grade. If this point is not covered by the contract and the dealer sells some off grade grain for account of the shipper there is likely to be trouble. This can readily be averted. No shipper can afford to court trouble, yet many do so by neglecting to provide for disposal of their grain which fails to grade. One Illinois shipper who looks far enough ahead to foresee such difficulty attaches a bill to his bill of lading and draft showing kind, grade and amount of grain shipped and bearing printed in-

structions as follows: "Wire notice of any off grade, with market difference if applied on contract."

Two elevator men at a small station in the west were recently threatened with town scales by the lovers of public pap. The town politicians thought it would be a nice trick to put in town scales and install one of their number as weighman at so much per weigh. The farmers were perfectly satisfied with the weights received at the elevators and were averse to patronizing the town scales. The elevator men, fearing that it might drive some grain to neighboring markets, blandly informed the town fathers that they would accept the weights of the town scales if put in, but should there be any shortage in the weights they would sue the town for the difference. This scared the wise counselors into reconsidering their action and the town is without town scales.

The Car Service Association has granted a change in rules governing the unloading of cars loaded with grain, hay and straw billed through Chicago, which will prove of considerable advantage to country shippers and Chicago receivers. The time allowed for the disposition of such cars being doubled. In the light of the recent car famine, this must be considered a great concession on the part of the railroads. Hereafter car service will not begin to accrue on cars containing grain in bulk, baled hay or straw until after the expiration of 48 hours from 12 o'clock noon of the day of arrival; provided that the car, if subject to inspection, has been inspected before 10 o'clock a. m. that day. If inspection is made after 10 a. m. car service will not begin to accrue until 48 hours after 12 noon of the day following.

The question has recently been raised by an Illinois shipper as to the right of grain dealers at central markets to sell for account of shipper grain shipped in fulfillment of contract when same does not grade. To start with, the contracts should provide for such an emergency, because the experience of the trade shows that it frequently arises. It has become the custom of some dealers to sell such off grade grain and apply on shipper's contract at the market difference in price of the two grades. Some courts would probably be guided by the wording of the contract and maintain that if terminal dealer did not choose to accept shipment on contract he must reject it, his only option being to accept or reject. Other courts would be guided by the custom ruling in the market. The question is one which admits of much discussion. Shippers will surely cause themselves and dealers much trouble by not having specific under-

standings as to the disposal of the off grade grain.

The efforts of grain or hay buyers to avert a loss by refusing to give shipping instructions have seldom proved a success. It seems a very weak attempt to crawl out of a bad contract. This question has arisen recently and through the courtesy of friends we are enabled to give the views of different receivers in this number. The question is one which has been passed upon by the courts frequently and there seems no room for a misunderstanding where the contract is specific and in writing. If the buyer contracts for hay it is reasonable that he should expect to pay for same according to his contract. If he refuses to do this it is right that the shipper should be permitted to sell the hay for account of buyer, should buyer neglect to give shipping instructions for same prior to the expiration of the month delivery was contracted for.

The energetic president and secretary of the Texas Grain Dealers' Association recently visited Galveston to investigate the methods and facilities for handling grain at that port. So many complaints of shortages had been made by members of the association that an investigation seemed necessary. The secretary discovered that many cars arrived leaking, and, after a few days' investigation, decided the best thing to do was to have dealers visit Galveston and inspect methods for themselves. Accordingly, arrangements were made with the railroads for free transportation and the regular grain shippers of Texas will visit Galveston Dec. 4th. A late letter from President Harrison is to the effect that the association is making big preparation for the trip and it is expected that every member will go. Excellent results are expected and a better understanding between the shippers and exporters seems certain. For a young association the Texas Grain Dealers' Association is surely doing effective work.

We regret that we find it necessary to report two more explosions of grain dust. The explosion at Toledo was the most destructive that has ever occurred in a grain elevator. The explosion that followed it at Long Island City did not result in so great a loss of life and property, but it did serve to emphasize the necessity of keeping elevators clean. Recently an elevator at Higginsville, Mo., burned as the result of an explosion of dust in the cupola. An employee was cleaning out the top of the building and had a lantern to light him about the work. He was seriously burned, but did not lose his life. The elevator is in ashes. A few days later another explosion occurred in the grain bins at the Hile-



man roller mills near Hollidaysburg, Pa. In both instances the loss was complete. What was not destroyed by explosion was eaten up by the fire which followed. It is not an easy matter to keep a grain elevator clean as a parlor. However, that is not necessary. Country elevator men have seldom made any effort whatever to keep their plants clean and it is only within recent years that terminal elevator men have made any effort in this line. It is reasonable to suppose that if the explosions continue at the present alarming rate of four a month that every elevator in the country will soon be equipped with a dust collecting apparatus. The loss of life and property due to the non-provision of such apparatus is enough to startle the most penurious elevator man.

#### OUR COB PILE.

Hawaii's imports of grain and feed in 1897 amounted to \$370,322.

The barley crop of France is estimated at about 10,000,000 bushels more than last year.

H. J. Dixon, Chetek, Wis.: "Yes, fire the scoop shovel man and all receivers who patronize him."

American cornmeal in South Africa has a steady demand, and is quoted at \$4.13 per 196 pounds.

A very novel business card was issued during the Decatur corn carnival by Montgomery & Wise, of Decatur. It was printed on corn husks.

A new feed is being made at Kansas city from wheat screenings and wheat clippings that is called Glutenine. It makes an excellent cow and sheep feed, and is meeting with much favor wherever introduced.

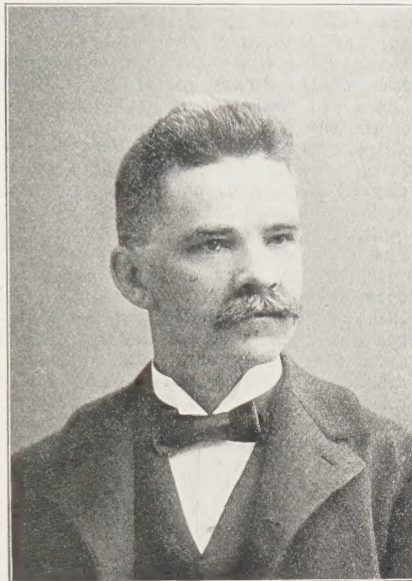
James Hayes, grain inspector at Copenhagen, Den., has made a complaint against cargoes of corn arriving from the ports of Philadelphia, Baltimore and New York, claiming they arrive in bad condition, contain impurities and a great many broken grains.

The Bureau of Statistics, of the Treasury Department makes the following comparative report of the exports of grain for September 1897 and 1898: Barley 1,669,719 bushels for 1897 and 58,309 for 1898; Corn 17,191,504 and 11,816,300; Oats 6,097,291 and 2,342,947; Rye 1,219,873 and 1,127,743; Wheat 20,484,971, and 15,083,897.

A circular sent out by the State Agricultural Experiment Station of Maryland, shows that complaints have been received from nearly all sections, stating that wheat and other grain in the mow and bin is being injured by a small caterpillar, which eats into the kernel, rendering it unfit for any purpose except feeding to poultry or cattle. The insect breeds in the field during the summer, but does no damage until the grain is cut and stacked. Then the heads become infested in proportion to the length of time the grain is left outside, and this breeding continues in the mow, so that, when threshed in the fall, a large portion of the kernels are already injured or contain larvae. The remedial measures are threshing of the grain as soon after cutting as possible, and when threshed the use of bisulphide of carbon at the ratio of one ounce to every 100 pounds of grain.

#### J. W. McCORD, COLUMBUS, OHIO.

J. W. McCord, of the firm of McCord & Kelley, of Columbus, O., whose portrait is given herewith, has been extensively engaged in the grain business in that market for the past 22 years, or since 1876. When the Ohio Grain Dealers' Association was organized in 1880 Mr. McCord was one of the charter members, and each year since its organization has been identified in some official capacity, having served several



J. W. McCord, Columbus, O.

years as secretary, three years as president, and frequently on the executive and legislative committees. While old in the grain business, Mr. McCord is young in appearance and is still active in business and all matters pertaining to the trade.

The firm of McCord & Kelley has recently made a change in its business, having disposed of the country grain business and elevator located in South Columbus, so as to have more time to devote to the buying and selling of car lots of track grain and hay. The firm will make a specialty of handling shipments from regular dealers only for

The firm is located in new offices at 358 North High street and has installed a long-distance telephone, also a private Western Union wire, telegraph office and operator. This firm will confine its dealings to regular grain dealers. The business of transient buyers will not be sought nor handled.

#### ELEVATORS AT ALTONA, MAN.

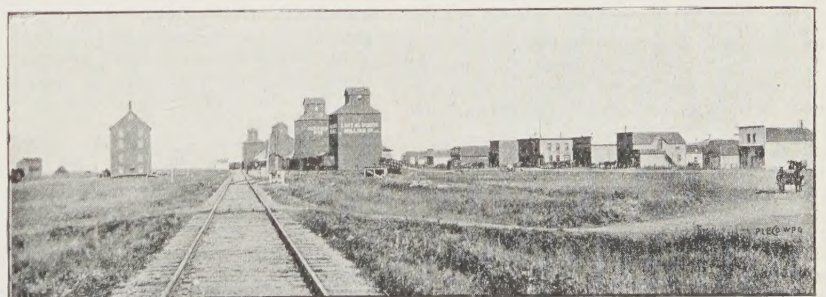
The rapid development of the grain business in many of the young towns of the Canadian Northwest is but a repetition of the marvellous growth found in Dakota towns. In many places the laying of steel rails is quickly followed by the erection of grain elevators and a thriving town is soon established.

Altona, says The Commercial, of Winnipeg, to which we are indebted for the engraving given herewith, is one of the newest towns in Manitoba, and one of the healthiest. It is not more than two or three years old, and takes its name from one of the numerous Mennonite villages with which it is surrounded. This is the very heart and centre of the western Mennonite reserve. It possesses a fine array of grain elevators and is well supplied with stores, business offices, hotels, etc. There is a flour mill of seventy-five barrels capacity at this point, the property of the Altona Milling Company. The Canadian Pacific Railway has built a new station this year.

It is said that a stock company is being formed to push corn rubber. If corn rubber is anything like other rubber the promoters can confidently expect to be pushed back again. Rubber is not reasonable and will resent any such pushing. Corn, however, may be expected to get more spring into its price if much of it is used for making rubber.

If anybody knows to a certainty, beyond all reasonable doubt, and can prove it, what the cost of raising corn is, he should, out of the kindness of his heart, come forward and relieve the theorists who have been striving so long to formulate figures on the cost of production, which would be satisfactory to themselves and not contrary to facts.

The United States Department of Agriculture will issue soon Bulletin No. 15, of the Division of Entomology, called: "The Chinch Bug, Its Probable Origin



Elevators at Altona, Man.

shipment to Eastern and Southern interior points, as well as for seaboard delivery.

This is not a new departure for this firm, as it has been extensively engaged in this branch of the business for fifteen years. This change has been made in order that its customers' business may be given exclusive attention.

and Diffusion, Its Habits and Development, natural Checks and Remedial Preventive Measures, with Mention of the Habits of an Allied European Species." The above Bulletin was prepared under the direction of the Entomologist, by F. M. Webster, Entomologist of the Ohio Agricultural Experiment Station.



## ASKED AND ANSWERED

### WHAT WEIGHING FACILITIES HAS MILWAUKEE?

Grain Dealers Journal.—We would like to know what are the facilities for weighing grain at Peoria and Milwaukee. We have always had more trouble with shortages at Milwaukee than any other place, except Cincinnati. We have not shipped to Cincinnati since 1893, and there may have been some changes instituted for the better during the last few years. During this last year we have had some very heavy shortages at Milwaukee, and think they need improved facilities for weighing. The E. H. Smith Co., Salix, Ia.

### HAS TRACK BUYER RIGHT TO SELL FOR ACCOUNT.

Grain Dealers Journal: If country shipper, (A), sells to commission man (B), a certain amount of No. 3 corn and some of the corn he ships in fulfillment of the contract is graded below No. 3, has B the right to sell this corn for what it will bring without notifying A that it failed to grade No. 3? F. F.

We submitted the question to a number of grain receivers and dealers and have received the following replies:

Root & Smith, Kansas City, Mo.: We think that B had no right to sell corn for A if corn graded off. We believe B had a right to apply contract at market differences, but not to sell for account of A. We may be wrong in this, but that is our opinion, and you can take it for what it is worth.

Arthur R. Sawers, of Calumet Grain & Elevator Co., Chicago: I think the commission man did right in selling this off-grade corn for the best he could get for it and replacing with corn to fill the contract and charging the shipper the market difference which he had to stand. I think it is customary to always apply grain that is invoiced in on sale at the market difference, allowing premium if grading better than the sale and charging difference when below the grade sold. Most of the Chicago bids are sent out on this basis and I think this is the general understanding of the trade over the country.

R. M. Adams, St. Louis, Mo.: It is the general accepted custom and is the case in all purchases made by me for my different houses to apply grain missing grade on contract at the difference in market for off grades on the day of arrival. This is desired generally by all good shippers, and on that account has been a general custom. Regarding corn grading below No. 3 that there is frequently considerable risk holding same for any length of time, and in my opinion no shipper of ordinary good judgement would request anything contrary to the custom which is based entirely in their interest. Of course, I wish you to understand that corn grading below No. 3, if merchantable corn at all goes toward filling the contract at the difference in market as stated above. Exporters at the time do not care to take no grade or unmerchantable grain at any difference, and the longer they hold such grain awaiting instructions from shipper the greater the risk is to them, as usually the shipper draws virtually full value against all shipments in which case he should have no say whatever in the matter.

James P. Smith & Co., Chicago: Unless specified at time of making, or in the contract itself, (B) would have no right to dispose of grain grading below No. 3, and under any circumstances (A) should be notified of the grading and sale, by mail the same day they are known.

Montague, Barrett & Co., Chicago: The commission man (B) when he makes a purchase of the country shipper (A) he becomes in fact the agent of the country shipper and he has, therefore, no legal right to dispose of the property shipped him without notifying the said country shipper. We would further add that under such circumstances the custom of the commission men of the Board of Trade is to sell the grain that misses grade and apply it on the contract with the country shipper at the market difference between the lower and higher grade on day of arrival, or sell the lower grade and purchase on the market an equal quantity of the higher contract grade and charge his shipper the difference.

H. Hemmelgarn & Co., Chicago: If corn shipped by A to fill existing contract of No. 3 with B, arrives and misses grade, it is customary to take the corn and apply same on contract at market difference on day of arrival, unless instructed to sell same for his account. This refers to corn against which advances have been paid. Shippers should give full instructions when making advice of shipments.

L. Everingham & Co., Chicago: In answer to your question, we presume this refers to selling on track on bids sent to the country shipper either from elevator men or commission men. Those bids usually contain the condition that if the shipment fails to grade the grade mentioned it will be allowed upon the purchase at the market price for the grain which does so inspect. In the absence of any condition, if A buys No. 3 corn the shipper is obliged to deliver No. 3 corn: the buyer can decline that which is not up to the specified grade, but has no right to sell the same without first notifying the shipper.

### ATTACHMENTS FOR OVERDRAFTS SUSTAINED.

The Grain Dealers Journal for August 10 in "Suits and Decisions" contained a notice of a decision of the court of Common Pleas of Cincinnati, sustaining the decision in the attachment in the suit of the Union Grain & Hay Company against J. H. Pringle. Please give us a more lengthy account of this case in an early issue of our paper, as it is something every grain man in the country has to contend with every once in a while. It would be well for every grain man to know it. Yours very truly, Owen Grain Co., Norfolk, Va.

John D. DeWitt, of Foraker, Outcalt, Granger & Prior, Cincinnati, who was attorney for the Union Grain & Hay Co., in this case writes us as follows: In May and June, 1898, J. H. Pringle, of Cardington, Ohio, who was a county shipper of hay, sent several carloads of hay to The Union Grain & Hay Company, of Cincinnati, Ohio, of a certain grade and quality. He was short of funds and the Citizens' Bank, of Cardington, Ohio, advanced him money on these sales. To protect the Citizens' Bank Mr. Pringle made the Citizens' Bank the consignee of said hay in his bills of lading; the bills of lading were then endorsed by the Citizens' Bank and attached to a draft drawn by Pringle in

favor of the Bank on The Union Grain and Hay Company and sent to a Cincinnati bank for collection. Said drafts were paid before the shipments of hay arrived at Cincinnati. It turned out that the hay was not of the grade and quality as represented and, therefore, the drafts drawn in favor of the Bank were in excess of the market value of the hay. The Union Grain and Hay Company after it discovered this fraud would not accept any further shipments and instituted suit in attachment against Pringle and the Citizens' Bank, of Cardington, Ohio, for the difference between the amount of the drafts and the market value of the hay, which amounted to about \$30.00 on each car. The company attached seven carloads of hay which had been shipped here to another firm under similar circumstances, the Bank being the consignee of the hay in that case. The case was tried before a Magistrate on a motion to discharge our attachment and was submitted to the Magistrate on affidavits. The Magistrate found that the attachment was well founded and sustained the same and overruled their motion. Then, under a law recently passed in this state, the defendants, The Citizens' Bank and Pringle, filed all the papers in the Court of Common Pleas within three days and it was heard there as though brought originally in that court on the same testimony that was offered in the Squire's court. The Court of Common Pleas held that our attachment should be sustained for the reason that the Bank, as consignee of said hay and as an endorser on the bills of lading thereof, became the owner of the hay before The Union Grain and Hay Company received it; that inasmuch as the Bank received the proceeds on said drafts and that misrepresentations as to the quality of said hay had been made by Pringle and the Bank as consignee had adopted them and received the benefit of the drafts, and the drafts were in excess of the market value of said hay, that the Bank had misrepresented through Pringle the quality and grade of said hay, and that it should be held liable as though it had made the misrepresentations direct to The Union Grain and Hay Company.

### SELLERS' RIGHTS WHEN BUYER NEGLECTS TO GIVE SHIPPING INSTRUCTIONS.

Grain Dealers Journal.—Is it customary, throughout the different states, for the buyer to furnish billing to the seller, or is the seller expected to load grain or hay and bill to the buyer regardless of his location?

For example, suppose A sells 200 tons of hay on Aug. 6 for September shipment. On Aug. 31, Sept. 4, 10 and 14 A asks for billing instructions. On Sept. 2 B writes: "I cannot furnish billing just now, but will in a few days." On Sept. 14 A makes his last appeal to B for billing instructions, stating that without the billing soon he (A) fears he cannot get the hay out.

B fails to furnish billing during September, and from Sept. 17 to 25 A resells the hay at \$204 under first sale. Is A entitled to full difference, it being proven that the second sale was at the highest market price and that B never demanded the hay or furnished billing? A. E. H.

We submitted the question to a number of grain receivers and dealers and have received the following replies:



Israel P. Rumsey, of Rumsey, Lightner & Co., Chicago.—“My opinion is clearly in favor of ‘A,’ that he is entitled to his full claim in the above sale of hay to ‘B.’ It appears that ‘A’ asked ‘B’ for shipping direction, and in ‘B’s’ answer he agreed to furnish the directions in a few days, and by his statement that he could not furnish them just then was equal to instructions to ‘A’ not to ship until he (‘B’) sent him (‘A’) directions how to bill the hay. This would bar any ‘custom’ that there might be in any state regarding a seller billing to the buyer regardless of his locality.”

T. D. Randall & Co., Chicago: “In event of the buyer failing to furnish shipping directions within the required limit of time, it is the duty of the seller to sell out the hay for the account of the buyer at the earliest possible moment. Should there be any loss on such a sale, buyer should be held responsible for all loss.”

Daniel P. Byrne & Co., St. Louis, Mo.: “It is customary for a buyer to furnish billing instructions on such purchases within a reasonable time from date of purchase, taking into account time stipulated for delivery and shipment. In instance cited ‘September shipment,’ we think, taking into consideration, time necessary for ordering cars in advance, pressing, hauling and loading, that the seller had a perfect right, and used good business judgment in reselling the hay from Sept. 17 to 25. He had already waited beyond the limit of a reasonable time for billing and is fully entitled to any loss sustained by failure to furnish such billing, by purchaser.”

E. F. Catlin, of E. F. Catlin & Co., St. Louis, Mo.: “I do not think ‘A’ has the right to sell out the hay until the last day of September, or the time ‘B’ reserved in the contract, unless at the time the contract was made there was an agreement to the contrary. It is the custom in buying to give shipping instructions.”

Edward G. Heeman, of Ware & Leland, Chicago: “I believe it is optional with the buyer whether he furnish the shipping directions at once or not. If a person buys grain or hay to be shipped in 10 days, I think it is his privilege to furnish shipping directions within that time. In other words, all he would be compelled to do would be to furnish directions so to give the shipper time to load it within the 10 days. I do not think he would be compelled to furnish shipping directions at once, no matter whether the shipper wanted to load it at once or not. In case the buyer did not furnish the shipping directions within the specified time, and there was a loss or difference in price, I think the buyers would have to stand it.

Percy R. Hynson, Columbus, O.: The custom here is, for the buyer always to furnish billing to the seller promptly. If the buyer does not furnish the billing to the seller in a reasonable time, after it is demanded, I certainly think that the seller has a right to sell the grain or hay for the account of the buyer.

Callahan & Sons, Louisville, Ky.: It would be our understanding that when a sale was made that some agreement should be had as to the condition of billing; in the absence of any definite understanding on this point we should expect that the seller had a right to ship the stuff out in a reasonable length of time after the order was received; if hay or grain is sold for delivery in a certain month it is certainly the privi-

lege of the seller to ship it at any time during the month, barring any understanding to the contrary. In the case which you refer to, in the absence of any understanding between A and B that the time of shipment be extended beyond September, the party designated as A should certainly be entitled to recover from B anything that he was out by reason of reselling this hay. That would be our understanding of the law on the subject and we have no question but what he could recover the full amount unless the trading was done in such an indefinite way as to make it difficult to prove the facts in the case.

Southworth & Co., Toledo, O.: If we sell grain to a jobber, we could only infer it would be his idea to give us some billing and we would not consider it safe to bill the grain to the town in which he is located as the case is, with most jobbers, they have some special billing. If we sell to a consumer, it is different. He does not always tell us to bill it to his own town. It is generally supposed it is there he needs it. It is reasonable to suppose, however, that in connection with the sale of any amount of grain, some shipping orders will be given. That we think is the custom. It is not always done on the day sale is accomplished. If nothing is mentioned about the time billing is to be given, it is expected within a reasonable time after the sale is made. The time for the billing to be given depends somewhat on the time agreed upon for the shipments to be completed. For instance, if we sell grain for ten days shipments, we would expect billing much sooner than if we had a longer time in which to complete the shipment. If we should make a sale in August for a shipment to be made in Sept., we would work on the plan that we could expect billing for the shipments as early in Sept. as would best meet with our requirements. In other words, we would insist upon billing as early in Sept. as we might see fit. With the case you relate, wherein the seller repeatedly requested billing during Sept. and his last appeal on Sept. 14th, not bringing any instructions, we think he was justified in reselling the hay between the dates of Sept. 15th and Sept. 25th, providing such a plan was indicated by the seller to the buyer, as one which would be carried out, in case his last request was not complied with. We think custom has more to do with cases such as we relate. We have endeavored to outline our opinion in accordance with the manner in which a similar trade would be handled by us.

#### PROFESSOR HUXLEY'S BUCKWHEAT CAKES.

Huxley, the famous English scientist, was as simple and unaffected in his manner as a child, and was frankly interested in America as well as in Americans.

When he visited this country some years ago he was entertained at the home of his friend, John Fiske, the historian. At breakfast, when raised biscuit were passed, it was noticed that Huxley took one, eyeing it curiously, and laid it carefully beside his plate for further investigation. It was evidently an unknown quantity to him. As soon as he could quietly, without being noticed, gain the attention of his host, he lifted the biscuit solemnly, and holding it out to Professor Fiske in the palm of his hand, said, in a whisper:

“Is this a buck-wheat cake, Fiske?”

## THE SUPPLY TRADE

W. A. Jones Foundry & Machine Co., Chicago, report that their business is on the increase, and that they are kept exceedingly busy.

A. E. Baxter, of the A. E. Baxter Engineering & Appraisal Co., Buffalo, N. Y., was a recent Chicago visitor. He reports business in his line good.

Dick, Ridout & Co., of Toronto, Can., have opened a small, but very complete, bag factory in Winnipeg, and will manufacture small cotton grain sample bags, as well as a line of larger bags for various purposes.

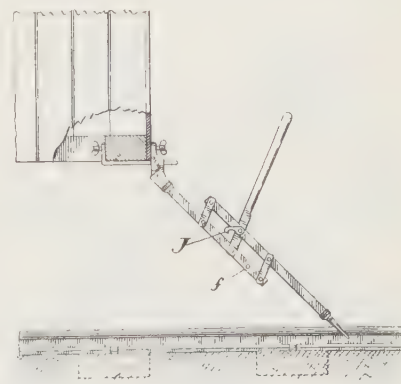
The Mills & Hastings Co., of Chicago, has been incorporated with a capital stock of \$1,000. The incorporators are Samuel M. Hastings, John Potts Brown and George C. Master. This company will manufacture scales and weighing apparatus.

The Paine-Ellis Grain Drier Co., of Milwaukee, Wis., is installing a Paine-Ellis Grain Drier in Joseph G. King & Co.'s elevator at Port Arthur, Ont. When completed it will have a drying capacity of 1,400 bushels per hour. This company has just put one of its driers in the Husted Milling & Elevator Co.'s elevator at Buffalo, N. Y.

The Joseph Dixon Crucible Co., of Jersey City, N. J., has recently built an addition to its pencil factory 40x90 feet, three stories high. It is thoroughly equipped with elevators, furnaces, drying rooms, etc., the power for operating is supplied by electricity generated in the main factory. The water supply is derived from an artesian well. This company also manufactures a silica graphite paint, which is used very extensively for painting grain elevators, and is said to give complete satisfaction wherever used.

#### A CAR MOVER.

A very handy car mover has recently been invented by Paul Wise, of Germania, Canada. As will be seen by the accompanying cut the car mover consists of two iron bars joined together by pivoted links, a lever connecting therewith and arranged when operated,

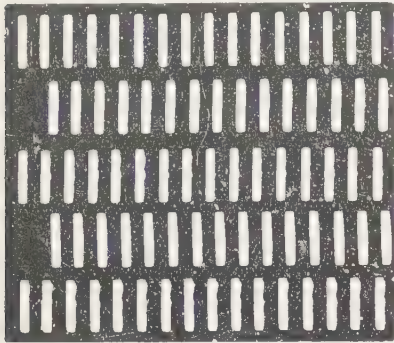


to move the bars longitudinally with respect to one another. By means of set screws at one end of the bar, the mover is attached to the car, thereby keeping it in position while being operated. On the ground end of the other bar is an arrangement for keeping the bar from slipping on the rail.



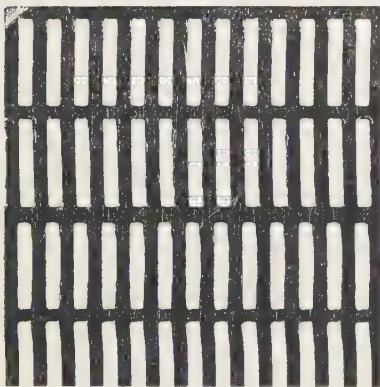
# PERFORATED SCREENS FOR GRAIN CLEANERS.

The important part of grain cleaning machinery, in fact, the part which is depended upon to separate the grain from dirt and foreign matter contained, is the sieve, or screen.



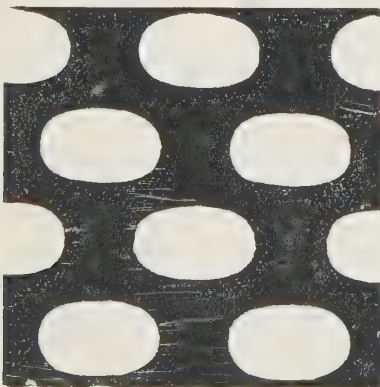
3-64x9-32

Some machines are equipped with a variety of sieves so that the operator can use it for making different separations by simply changing a sieve or two. Many practical grain elevator men are continuously conducting ex-



1-14x½

periments in the hope of perfecting machines according to their own ideas. Others would no doubt indulge in the same work if they but knew how cheaply such experiments could be conducted. Many elevator men seem to be



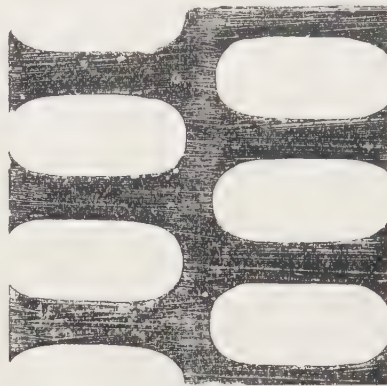
¾x¾

at a loss to know where to secure new screens for their machines; the makers of the machines may be at a distance or retired from business.

The Robert Aitchison Perforated

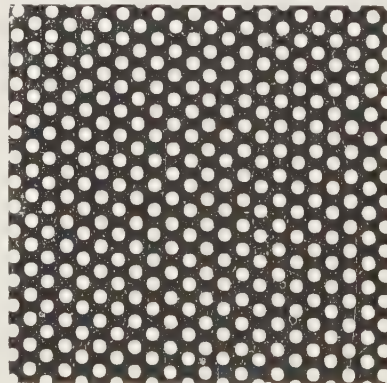
Metal Co., of Chicago, which has long made a specialty of perforated metal, and given more time to perforated zinc and other metals designed for use in grain cleaning machinery than all other metal workers, keeps many standard sizes of perforated metal in stock and makes anything desired in this line.

One of the advantages claimed for the metal sheet over the wire sieve is that the holes in the metal sheet cannot be varied or changed by any foreign matter which may enter the machine with the grain. The sheets will wear away and become as thin as paper, still the holes will preserve their size and shape. Another advantage claimed for the metal sheet is that it presents a perfectly smooth surface to the grain; hence, permits it to travel faster and thus insures a larger capacity for ma-



7-16x15-16

chines thus equipped. It has been pointed out by metal perforators that the cross wires of wire-cloth used in grain cleaning machinery make the surface of the sieve uneven and thus present conditions favorable for a choke-up.



1-16 Round

The Aitchinson Co., has been in this business many years and has accumulated a large variety of styles and sizes of dies which are especially suited to make different separations of grain having kernels of different sizes and shapes. They have long supplied many of the prominent manufacturers of grain and seed machinery.

We give herewith a number of illustrations of perforations made by this company. The cuts used are made direct from samples of the perforated metals and show the size of perforations accurately. The size of perforations made vary from 1-32 of an inch upward. The perforations in some of the finer screens vary by 1-64 of an inch. The size of perforated metal in

general, used for grain cleaning are ¾x ⅝ of an inch, 7-16x15-16, ⅝x9-16. For general use in grain and seed cleaning they have metal with perforations of 1-6, 3-32, 3-16, ⅝, 3-64x9-32 and 1-14x½. The sizes commonly used for flax are 1-16, 1-14, 1-12, 3-64x9-32, 1-14x½ and



3-16 Round

1-16x¼. The sizes commonly used for taking oats from wheat are 5-32, 11-64, 3-16, 13-64, 7-32, 15-64, and ¼ inch. The sizes commonly used for cleaning



9-16 Round

barley are 9-32, 15-16, 3-8 round, and ¼x⅝ and 3-16x¾ oblong. Receiving riddles varying in size from 5-16 to 7-16.



⅝ Round

These are only a few of the many sizes manufactured by the Aitchinson Co. Any person desiring screens of any kind can obtain samples of the perforated metals by writing the makers.



## LETTERS FROM THE TRADE

## ANXIOUS TO BUY FROM ANYONE.

Grain Dealers Journal.—I picked up a postal card addressed to Jas. Glenn, Middletown, Ill., recently that I know will interest every regular dealer, and I would be pleased to see it printed in the Journal. S. P. R.

shovelers loading from wagons into cars. We think to make good scholars one ought to teach school one term. Second, it is right to protect the regular dealer, and we are always in sympathy with him.—Churchill & Co.

## FORGED BILLS OF LADING.

Grain Dealers Journal: Forged bills of lading, in my opinion, is a subject worthy of very careful attention and

experience which many dealers have had.—W. H. Bergin, Toledo, O.

## THE FARMERS' BEST FRIENDS.

Grain Dealers Journal.—A friend of the editor of the Echo published at Broadlands, Ill., recently asked us to send him our Special Market Reports. Being a stranger to us and not rated by the commercial agencies, we asked him if he was in the grain business and told him that if he was not he might find it profitable to try his local dealer. We received no reply. The Echo assailed us for not sending our reports, raved about trusts and had hydrophobia. Its editor tried to give the impression that grain dealers, interior and city were in a trust to rob the farmers. We have replied that:

Grain dealers are the farmers' best friends.

This is gospel truth. Our boy Solomon so saith.

Who provides the farmers with a daily cash market for grain?

Who erects elevators, city and country, providing storage room?

Who advances money and allows them to sell when they please?

Who enables them to take advantage of favorable markets, including such Klondikes as Mr. Leiter provided last spring?

Who competes with the local millers in buying?

Who takes small lots until he accumulates car lots?

Who handles and saves so much of their damaged grain from spoiling?

Who builds up the different markets, attracting speculative, domestic and foreign demand, helping to secure farmers fair prices?

Grain dealers are entitled to the support of the farmers. They are not highway robbers. Competition has reduced terminal charges everywhere. Fifteen years ago the elevation and commission charge here was two and half cents. Now it is hardly a small cent per bushel.

## RANDOLPH & CO., GRAIN MERCHANTS,

LINCOLN, ILL., July 23, 1898.

DEAR SIR:—Subject to your acceptance on above date we will

**PAY** FOR { CORN 30  
OATS New 20½  
WHEAT 60 to 70

delivered to us at any station.

Bring this card

with you. We may be able to pay you more.

We have regular established branches at Beason, Broadwell, New Chicago. Call and see us at our Lincoln office, No. 112 N. Chicago Street.

Yours truly,

**RANDOLPH & CO.**

We grind all kinds of grain, including ear corn, at our Lincoln Electric Elevator.

**SHOW THIS GRAIN BID TO ANYONE HAVING GRAIN TO SELL.**

Anxious to Buy from Anyone.

## EAR CORN CONTRACT.

Grain Dealers Journal.—We enclose you our form of agreement, which we use with the class of farmers who haul their grain elsewhere, when the price advances before time of delivery. When we know who we are dealing with we do not use it. Little & Co., Oldtown, Ohio.

## AN IRREGULAR DEALER.

Grain Dealers Journal.—There is a party at Dawson, Ill., who has no facilities whatsoever at that station, having neither scales nor buildings of any kind. He also takes in grain at any of the surrounding towns, where he can buy it on very small margin. He is a farmer, owns a farm and resides near Dawson, and commenced business there through the soliciting of H. H. Carr & Co., of Chicago, Ill. We are of the opinion that he handles stuff for them and charges the farmers about 80 cents per car for weighing, etc. If ever there was an irregular dealer this is one of them. R. E. R.

## WILL NOT PATRONIZE SCOOP-SHOVEL SHIPPERS.

Grain Dealers Journal: We think the associations are on the right track, and will say for ourselves that we never bid track buyers and scoop-shovel men when we know it. As soon as we are apprised of the fact that they are simply shovelers loading into cars, we drop them immediately for two reasons—first, they simply demoralize the trade and do not make anything themselves, nor let the regular dealer make anything, which we consider very unfair competition.

We are running about twenty country elevators ourselves, have had the experience, and know what it is to have

consideration by the Grain Dealers National Association, and like organizations, whose aim is to better trade conditions, and offer every means of protection possible to the regular grain dealers. Action by the National association and the continued efforts of its members to overcome the troubles which encumber every grain dealer, will in a measure prevent many losses over which the average dealer has had but little control. The grain dealers are at

## Memorandum of Agreement.

Oldtown, Ohio, \_\_\_\_\_ 189\_\_\_\_\_

LITTLE & CO. have this day bought of Mr. \_\_\_\_\_

\_\_\_\_\_ bushels of yellow ear corn, \_\_\_\_\_ pounds per bushel, the same to be delivered at their Mill in good merchantable condition by the \_\_\_\_\_ day of \_\_\_\_\_

189\_\_\_\_\_

LITTLE & CO.

per \_\_\_\_\_

N. B. Any excess or deficiency in amount of corn delivered will be accounted for at market price on day of settlement.

present dependent to a great extent upon the railroads for the proper handling of their business. Only correct methods can ever earn for the shipper any portion of the deserved profit. As the railroads receive a good portion of their revenue from the grain traffic, I feel sure that the traffic managers of the most important lines will extend any practical assistance to relieve every shipper of the fear of coming into possession of fraudulent bills of lading; an

Most of the coarse grains go direct from the interior to the consumer or exporter. How happy manufacturers and others would be if they were provided with a daily cash market for their products. C. A. King & Co., Toledo, O.

The Chicago, Milwaukee & St. Paul road has issued a very neat little pamphlet, describing and illustrating the train that took the Board of Trade members to Omaha, Chicago day.



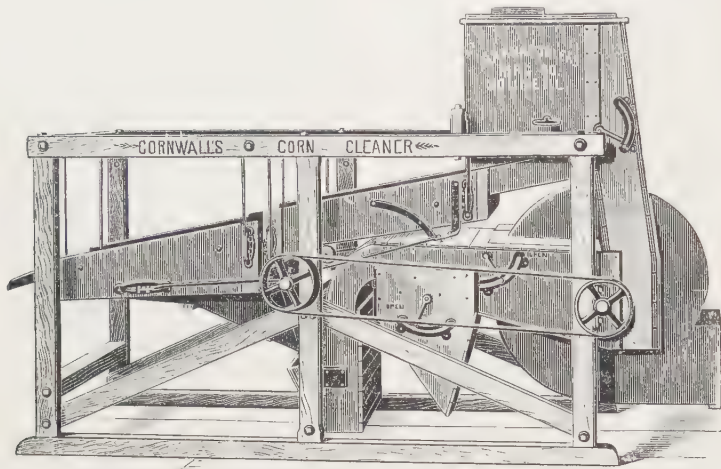
## THE CORNWALL CORN CLEANER.

The Iowa crop report for November states the corn crop of that state is the largest for years by 30,000,000 bushels, reports from other corn surplus states show large crops, which must be got ready for the market. Inspection rules are no less rigid this year than heretofore and for the shipper to have his corn grade when it reaches market, it will be necessary to have it well cleaned. To have it well cleaned it

particulars can be had in regard to this machine by addressing the manufacturers at Moline, Ill.

## SUITS AND DECISIONS

It has been held that one who makes a loan, and accepts a note as evidence of it, may disregard the note, after maturity, and sue for the money loaned.



The Cornwall Corn Cleaner.

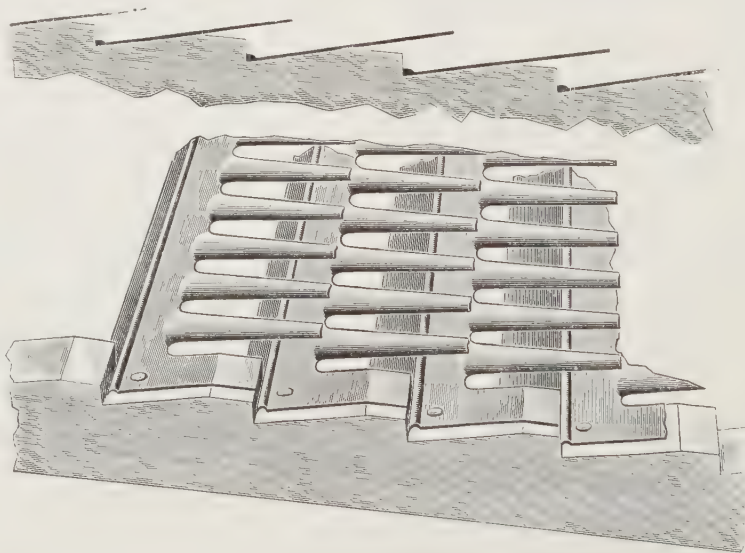
will be necessary to have a machine that is built and especially designed for this work. The Cornwall Corn Cleaner, which is manufactured by the Barnard & Leas Mfg. Co., as the name implies, is designed to clean corn, and the verdict of all shippers who have used it is that their corn is cleaned perfectly clean with this machine. From the accompanying cut it will be seen that this machine is composed of a strong wooden frame well put together, of a hopper, which contains peculiar spreaders to feed the corn onto the sieves; of a casing in which are the sieves, and of a blower which gives two wind separations. The hopper is large and roomy, has a spreader, for spreading the cob and shelled corn in a perfect manner without choking. As will be seen from the cut the screens are made of strips of sheet metal, extending across the sieve from one side to the other, overlapping one another from a plane a trifle higher than the one below it, thereby leaving a space for the small pieces of cob to ride over each strip unobstructed, thereby preventing clogging. The peculiar construction of the sieve is covered by United States patent, and is said to be the only form of a sieve that does not clog.

When the machine is in operation the corn and cobs pass through an air separation, which removes the chaff, silks, husks, and very light pieces of cobs. It then passes into the sieves, which remove the small pieces of cobs with the cobs and husks, if any, and the corn then passes into the larger air trunk, which removes the shrunken grains and light broken pieces of corn, leaving the corn perfectly clean. The screenings drawn out by the last air separation are caught in the screen box and can be ground into feed.

Another feature of the machine is that the corn screens can be taken out and other screens inserted for the cleaning of small grain. Further par-

The constitutionality of the law placing telegraph, telephone and express companies under the control of the state board of transportation in Nebraska was upheld by the District Court at Lincoln Neb.

In the suit of the Middle Division Elevator Co. v. August Speigle, at Bloom-



Sieve of the Cornwall Corn Cleaner.

ington, Ill., a verdict was rendered in favor of the defendant. The elevator company brought suit on an attachment, against Speigle, claiming that they had bought 8,000 bushels of grain from the defendant, which he failed to deliver, thereby causing them a loss of \$800. The defendant disclaimed any sale of the grain.

The P. P. Williams Grain Co., of St. Louis, Mo., and C. D. Smith & Co., of Nashville, Tenn., have brought suit in the Chancery Court, against the Tennes-

see Milling Co., of Estill Springs, Tenn., for \$5,000. The plaintiffs claim that they stored 214,000 bushels of wheat with the defendants last year, and that on final settlement the grain was about 5,000 bushels short. They claim that the milling company executed a warehouse receipt and gave bond for the safe keeping of the wheat.

Suit has been brought in the Supreme Court of New York by John P. Wainright and another against Charles Donohue as assignee for the benefit of the creditors of the firm of Seymour Bros., grain, stock and bond brokers. The suit was brought to recover \$17,000 which the plaintiffs claimed had been turned over to Seymour Bros. on account of alleged investments by them which they never made. The plaintiffs further claim that Seymour Bros. made the assignment to cause delay and defraud their creditors.

Armour & Co., of Chicago, have brought suit in the Federal Court at Kansas City, Mo., against John T. Snodgrass, formerly of Chicago, of Howell county, Mo., for \$6,198.75. According to the petition the defendant bought 5,000 bushels of wheat in January, 1893, on the Chicago Board of Trade through Armour & Co., and it was sold at a loss of \$87.50 which amount the defendant refused to pay to the plaintiffs, the balance was lost on lard, Armour & Co. claim that Snodgrass did not reimburse them for paying the losses.

In the suit of James Hodges v. George R. Lamb, both of Dryden, Mich., the jury rendered a judgment in favor of the plaintiff for \$475. It seems that Hodges delivered to Lamb's elevator at Dryden 651 bushels of wheat, and he claimed he was to receive within five cents of the market price in Detroit at any time he chose after delivery. The

elevator burned and shortly after the fire the plaintiff made a request for settlement. The defendant claimed that the wheat was stored at the plaintiff's risk and refused payment. The plaintiff claimed that after the wheat was delivered he had no control over it. A storage receipt placing the risk would have prevented this misunderstanding.

F. B. Scott, Internal Revenue commissioner at Washington, has ruled that a broker who is a member of a Board of



Trade negotiating a sale of grain or produce on the Exchange, as a broker for a principal, the principal afterward assuming the trade, the broker is required to deliver and pay a 10-cent tax on his note or memorandum of sale, and the principal is required to pay the tax on the sale at the rate of 1 cent on each hundred dollars of the amount or fractional part thereof. But when a member of the Board of Trade, not a broker, or not acting as a broker, makes a sale of grain or produce on his own account, and said sale is afterward assumed by a commission merchant for account of seller, but one sale has occurred and the commission merchant is the only person required to pay tax on this transaction, which is 1 per cent on each \$100, or fractional part thereof.

#### ADVERTISING A NEW ELEVATOR.

We have received from G. L. McLane & Co., at Battle Creek, Mich., a very attractive circular which they have been distributing among the farmers, calling

# FARMERS!

Of Calhoun and Adjoining Counties:

## Our New Modern Grain Elevator

Located on the Grand Trunk Railroad, Foot of Willis Street,

Just off East Main Street. will be completed in a few days, and

**Tuesday, November 29th, 1898,**

We will be ready to receive grain of all kinds from wagons, and extend to you a cordial invitation to come and inspect our new plant. We have the latest labor saving devices for receiving from the wagons so that grain can be delivered in sacks or loose in the wagon boxes at your option. Our general office is now located here and we shall be in the market for grain of all kinds at highest prices. To begin business in the new house we offer premiums for the first three loads of wheat delivered over our scales at the elevator, on Tuesday, November 29th, after 9 a. m., standard time.

For the First Load of Wheat,	\$1.00 per bushel.
For the Second Load of Wheat,	.90 "
For the Third Load of Wheat,	.80 "

And full market price for balance of loads thereafter. Wheat competing to be delivered by the grower and hauled loose in the wagon box. **MR. P. R. HARMON** will represent us as street buyer. Please see him before selling.

Yours truly,

**G. L. McLANE & Co.**

Battle Creek, Mich., Nov. 23d, 1898.

attention to the opening of their new elevator, which will occur Nov. 29. This elevator is situated on the Grand Trunk Road and is well equipped with all facilities for the quick handling of grain. It will be seen from the circular, which we reproduce herewith, that they have offered three very liberal premiums for the first three loads of wheat delivered to their elevator after the time set for opening. This circular will attract a great deal of attention and no doubt be the means of securing for them a very busy opening day as well as much grain on days that follow. A good premium for first loads is surely an effective way of advertising the opening of a new elevator.

A large contract was recently let at Huntsville, Ala., for supplies for the army. The contract included 1,932 tons of hay, 2,000,016 bushels of oats, 1,980 bushels of corn and 395 tons of baled straw.

## TRANSPORTATION

The Wisconsin Central has ordered 1,000 new box cars.

The Santa Fe road has secured terminal facilities in San Francisco, Cal.

The Pennsylvania road is building 2,000 more box cars and will be better prepared than ever to haul grain.

The railroads are hauling a good deal of corn as the farmers are selling the old corn and cribbing the new crop.

It is estimated that at least one-third of the wheat in Kansas intended for export will leave the country via Galveston.

Kansas railroads have announced that they will be able to furnish enough cars by Nov. 20 to move 10,000,000 bushels of wheat out of that state.

The dissolution of the Joint Traffic Association has been followed by a decided increase in the movement of both export and domestic freight.

fact that the hauling of grain is not very remunerative to the railroads and that they are keeping their cars in a territory where they will make better revenue.

The shipments of grain from Buffalo by the Erie canal from the opening of navigation to Nov. 1 amounted to 20,844,783 bushels, against 21,940,189 bushels last year, and 32,146,385 bushels in 1896.

The Great Northern Ry. Co. will make application at the next session of the Canadian parliament for a franchise to extend the Spokane Falls and Northern division through southern British Columbia.

The Omaha, Neb., grain men are trying to get the railroads hauling grain to Omaha to give them a milling-in-transit rate. This, they claim, is all that is needed to make Omaha a great grain market.

Surveys are being made and early in the spring the Illinois Central will extend its northern line from Fort Dodge, Ia., to Omaha, a distance of about 150 miles. This will make another direct line between Chicago and Omaha.

The agreement for the government of the new Central Freight Association is substantially the same as the old one, except that all provisions relating to the adoption of rates by the association and the enforcement of agreed rates are obliterated therefrom.

Two large cargoes of grain were recently shipped from Duluth to Buffalo, and comprised 470,000 bushels. They were the steamer Samuel F. B. Morse, which carried 250,000 bushels, and the schooner Roebling, with 220,000 bushels. The Morse towed the Roebling to Buffalo.

The Santa Fe road is now taking care of the way freight business, and as this business requires a large number of cars, the road is unable to handle the through business in good shape. This handling of the way business is of great benefit to the small grain dealer and it will enable him to get his grain to market.

The British winter load line rule which permits steamers to load deeper at Baltimore than at New York and other northern ports was established in the days of sail navigation, and was based on the theory that vessels leaving Baltimore take a southern route across the sea and reduce the risk upon both vessel and cargo. New York shippers are trying to do away with this, as they claim it gives Baltimore an unfair advantage.

A company has been incorporated to build a canal across the Upper Peninsula of Michigan, between Lakes Michigan and Superior. Surveys are being made and if the scheme proves feasible, work will be commenced soon. If built, this canal will be 40 miles long, will extend from Manistee to Train Bay, and will be large enough to accommodate all crafts on the lakes. This route will lessen the distance to Lake Michigan 300 miles.

A new Canadian route to Newfoundland for grain from points on the Canadian Pacific's main line by way of St. John, N. B., North Sydney, C. B., the steamer Bruce to Port aux Basques, and thence, via the Newfoundland. The opening of this route means a loss of traffic to some American roads, as the rates will enable exporters to ship all the way

The aggregate shipments of grain through the Soo canal this year up to Nov. 1 are 36,505,272 bushels, as compared with 41,248,043 bushels during the same period last year.

On Nov. 14 the Burlington road met the rate of 5 cents per hundred pounds on corn and wheat from Kansas City to St. Louis, and 10 cents to Chicago.

The Choctaw & Memphis railroad will build an extension of 164 miles from Little Rock, Ark., to Wister. This means a direct competing line for Arkansas.

Freight rates on grain and flour from Milwaukee and Chicago to New York have dropped to 14 cents per 100 pounds, all rail, the established rate is 20 cents.

It is estimated that at least 80,000 new cars have been put in service during the last year, and still there are many complaints of car famines. Who is trying to get a corner on cars?

A Kansas City paper claims that the scarcity of cars in Kansas is due to the



through Canada, instead of the United States. Heretofore the route has been via Montreal, Halifax, Boston, New York, and American steamship lines.

Export and through shipments of flour, grain and provisions from Chicago to the Atlantic seaboard for the week ending Nov. 12, by the ten east-bound roads amounted to 97,940 tons, against 96,278 tons for the week previous, and 30,915 tons for the corresponding week last year.

The Canadian senate committee, appointed to investigate the feasibility of the construction of a canal from Georgian Bay to Montreal, via Lake Nipissing and the Ottawa River, have made a report. The report states that the plan is feasible, as there would only be 29 miles of canal to be made. It has been figured out that the cost of carrying grain from Chicago to Montreal via this route would not exceed over  $1\frac{1}{2}$  cents a bushel for wheat.

## PATENTS GRANTED

Harry G. Carnell, of Dayton, O., has been granted letters patent on a gas engine.

Otto Meinshausen, of Chicago, Ill., has been granted letters patent on a grain drier.

Joseph Dick, of Canton, O., has been granted letters patent on a pneumatic conveyor.

Frederick Hagen, of Belvidere, Ill., has been granted letters patent on a corn shredder.

John S. Klein, of Oil City, Pa., has been granted letters patent on a supply controlling mechanism for gas engines.

Charles A. Parsons, of Newcastle-upon-Tyne, England, has been granted letters patent on a screw fan and pump for propelling air.

Davis D. Hobbs, of Cleveland, O., has been granted letters patent on a gas engine and assigned it to the Monarch Duplex Engine Co.

Freeman R. Wilson, Jr., of Columbus, O., has been granted letters patent on a conveyor and assigned it to Joseph A. Jeffrey of same place.

Fred C. Olin of Buffalo, N. Y., has been granted letters patent on a gas engine and assigned it to the Olin Gas Engine Co. of the same place.

Frank Gahm, of Ransom, Ill., has been granted letters patent on a corn conveyor. It consists of a belt conveyor having engaging devices on its surface, of a valve pivoted at one end above the belt to keep material from going backward and a trough to feed the material on to the belt.

Louis Anderson, of Hillsborough, N. D., has been granted letters patent on a belt guide. It comprises a bracket, a body bar connected to the bracket and carrying a rack to which are attached rollers adapted to rest at one side of a belt. Also a lever fulcrumed at an intermediate point of its length at one end of the body bar, with a roller adapted to rest on the opposite side of the belt, with respect to the first named rollers.

Orville M. Morse, of Jackson, Mich., has been granted letters patent on a dust-collector. It consists of a rotary frame and a circular system of independent filtering sections, which are removably secured thereto and surround the space into which the dust laden air

enters, and in which the still air chamber is arranged. It has a section frame to which cloth bags are secured at its open inner end, and a strainer bar arranged at the closed outer end of the bag.

William H. Pierce, of Tolono, Ill., has been granted letters patent on an automatic weighing machine. It consists of a weighing hopper divided by a central vertical partition into two compartments, each of these compartments is divided by an inclined transverse partition, the vertical partition is formed with an opening at each lower corner of the compartments above the transverse partitions, so that the material received on one side of the vertical partition can flow through to beneath the transverse partition on its other side. Of an ingress tube or chute, a main scale beam to which the weighing hopper is suspended, a secondary scale beam upon which the main scale beam is carried, and a shut-off gate to the ingress tube carried by the secondary scale beam. When the weighing hopper is nearly filled, both scale beams will be raised to a certain position, the secondary scale beam there momentarily stopped, the shut-off gate being nearly closed until additional material is discharged into the weighing hopper, when the main scale beam will be raised independently of the secondary scale beam and the shut-off gate entirely closed. Then the weighing hopper automatically shifts, presenting the other half to be filled, in the meantime, the discharge gates at the bottom open and let out the grain already weighed.

## OHIO CROP REPORT.

W. W. Miller, Secretary of the Department of Agriculture of the state of Ohio, in his official crop report, gives the area of wheat sown this fall compared with last year 104 per cent, area sown last fall 2,681,981 acres, the condition of soil at time of seeding good. Barley area sown for the harvest of 1893 22,051 acres, estimated area for next year 95 per cent, condition as compared with an average, 99 per cent. Rye, area sown last fall, 37,149 acres, sown this fall compared with last year 95 per cent. Corn, prospect compared with an average year, 95 per cent. Buckwheat, prospect compared with an average 84 per cent. Clover seed, prospect compared with an average 30 per cent.

The acreage of wheat seeded for the harvest of 1899 is the largest for a number of years, larger by about 400,000 acres than the area of last year. Generally speaking for the state, the plant is in good condition with the fields well and evenly covered. There is considerable complaint of fly and grub working on some of the early sown, and damage will likely accrue from this cause. Frosts the latter part of the month it is hoped has checked the ravages of the pest. Conditions are fair for wheat going into winter in good form.

Corn is not yielding up to the earlier estimates made. There is considerable that is poor in quality and not in condition to crib until sorted, being mouldy and affected with dry rot. In some of the heavy corn growing counties, it is reported that about one-fifth of the corn is thrown out as unfit to go into the crib. This culled out corn is being fed, but where hog cholera prevails, farmers fear evil results from its feeding and are careful. Potatoes are a poor yield and poor in quality.

## SUCCESS OF ASSOCIATION WORK IN KANSAS.

From a paper by E. J. Smiley, Concordia, Kan., read at the annual meeting of the Grain Dealers' National Association.

Before I can show you the success of association work in Kansas it will be necessary for me first to show you the condition of the grain trade in Kansas prior to organization. It was in very much the same condition the world was in before we had light, "Void and Without Form;" surely, void of profit. The country grain man was forced to come in competition with the commission man and the track bidder from the fact that the commission man solicited the consignments of the farmers, while the track buyer bid the farmer as much or more than he did the regular dealer. Consequently when one farmer did not have a full car to ship, he would go to his neighbor and between them they would make up a carload and either sell it at their track or consign it; while the man that had money invested in expensive plants and machinery was compelled to sit idly by and watch the grain go out of the country. This state of affairs existed from the time the Interstate Commerce Law was passed until our association was organized Dec. 29th, 1897. When the country grain shipper would enter a protest to the receivers the answer would invariably be "Ship me the bulk of your grain and I will not bid Mr. Farmer."

After the Iowa and Nebraska associations were formed the grain dealers along the north line of the state began to talk organization, but not until the National Association was formed was any action taken. About Dec. 1st, 1897, N. B. Hieatt, our worthy president, sent out about 100 circular letters to the regular grain dealers of northeast Kansas asking them for an opinion as to whether organization would benefit the trade and to suggest time and place for meeting. He received about thirty replies, favorable, and Holton was selected for the place to hold the meeting. The writer arrived in the town mentioned about the noon hour and to his great surprise found five grain men on the ground, one of them being a resident of the town. There was still one train to hear from and our ranks were increased to eight on the arrival of the last train.

After discussing the subject of organization for a couple of hours those present went into secret service and concluded to organize. A constitution and by-laws were framed, but to our dismay we found there were not enough present to officer the organization. We elected a grain man not present to fill the vacancy and consequently formed a permanent organization. The writer was unfortunately elected secretary and has held to the position since. This organization was named the North East Kansas Grain Dealers' Association. The secretary was ordered by the Board consisting of all present, to call a meeting in Atchison, Feb. 17th following. No membership list was ordered printed. As ordered the secretary issued a circular letter Feb. 10th, using a large sheet of paper, setting forth the benefits to be derived from organization, being careful not to mention the number present at the first meeting; and when the evening of the 17th arrived we had an attendance of nearly fifty grain men and closed the meeting with thirty-seven members. Soon after this time one of the number present at our first meeting and one of the best and oldest grain men in the northeast part of the state suddenly died and departed to a better land where organization is not necessary and I might add that we have not lost a member by death since although we now have a membership of 400.

By this time the receivers at Kansas City, our terminal market, began to prick up their ears and ask questions. It was also frequently intimated to them that if they would show a disposition to protect the regular dealer against the scalper and farmer the association would offer them some protection. But it was not until the following April when a meeting was held in Topeka, the capital of the state, that the receivers asked for admittance and by signing our constitution and by-laws refused to bid scalpers and farmers and to solicit their consignments. But there were only a few of them that cared to identify themselves with us.

At this meeting dealers from all parts of the state were present as our fame, like Solomon's of old, had gone forth to all parts of the country and we were requested to make it a state organization, and from that time, Apr. 17th, 1897, dates the



birth of the Kansas Grain Dealers' Association and its phenomenal success. We had at this time sixty-eight members and the secretary was ordered to have printed the first membership list. A copy of the list is still on file in the secretary's office and when compared with the latest list shows what the grain dealers of Kansas could do when determined.

I might add right here that the secret of our success from the very start lies in the fact that we adopted a constitution and by-laws and lived up to them to the letter. After this meeting we also gave the receivers that were soliciting farmers' and scalpers' business to understand that if they preferred that class of business to the business of the regular dealer they were welcome to it, but they must "choose ye, this year, whom you will serve." If you prefer the scalper's business serve him, if the regular dealer, serve him. They could not serve both. After this action was taken I am glad to say that a large majority of the receivers confined their business to regular dealers and while there are still a few doing business in Kansas City, handling scalpers' business, it is not a difficult matter to count their sample pans on 'change.

By the time of our first annual meeting we had the state, north of the Union Pacific, pretty well organized, but the southern part of the state was still unexplored. True, we had scattered members in all parts of the state, but efforts had been made to secure the support of all dealers only by correspondence. Brother Grain dealers, by this plan you cannot succeed. You must send a representative directly to the dealer and stay with him until you interest him and secure his membership.

When the writer reached the southern part of the state he found a condition of affairs entirely different from that in the northern part. There were very few elevators, most dealers using small shovel houses or having them for use, but the majority of the grain purchased was shoveled from farmers' wagons direct to the car. Many of these scoop shovel men had been regularly engaged in the business for years and as I was cautioned to accept the application of regular dealers only, I will admit I was stumped. The surest way to hit on the right man was to ascertain, from the banker in the town, the man that had the least money, and accept his application and in that way I would get the old regular dealer. Profits were lost sight of and every dealer made it a point to fight his competitors. In most of the territory in the southern part of the state things are now changed.

After securing the membership of practically all of the dealers in a certain territory I would call a meeting at some point and in each instance secured a good attendance. In this way I succeeded in getting those that come in direct competition with one another together that they might become better acquainted with one another. With few exceptions a satisfactory arrangement was reached and they are now handling grain with a fair margin of profit. These local meetings proved a success at once. It was decided to keep them up and now the greater part of the state is organized into local districts and meetings are held each month. Experience has taught me that meetings held throughout the state will result in a great amount of good.

Another question and one of great importance to the members of our organization and the dealers at large, is alleged short weights at terminal markets. The country shipper spares no expense to equip his house with modern scales for weighing into the car, takes pains to know that his car is properly coopered, but alas! when he receives returns his shipment in many instances is far short of the amount he loaded into the car. It has been a difficult matter to fix the blame where it belongs. The terminal elevator blames the railroad and the railroad blames the terminal elevator and there you are. In order to fix this blame where it belongs the Official Board of the Kansas Grain Dealers' Association met in Kansas City early in October and from several plans proposed adopted the following: We secured an office in the Exchange Building, appointed a competent manager and a corps of check men to be placed in the several elevators located in Kansas City to check the weights as taken by the state weighmaster and see that all the contents of the several cars reached the hopper to be weighed; another force to be stationed in the several yards for the purpose of noting the condition of cars on arrival. All cars found leaking to be reported to the manager same day of arrival, the country ship-

per notified at once and full explanation made as to cause of leak. This plan is as yet an experiment, but it is believed that if the shipper will notify the Kansas City office the amount he loads into cars and the different check men furnished with a transcript of this notice they will be able to locate the blame where it belongs.

In submitting this paper to you I have attempted to show the success of association work in Kansas and the plan by which we have attained success. While we have been successful there is still room for improvement in the condition of the grain trade and we do not intend to stop, but push the work until we have every regular dealer in the state a member of the organization and the last scalper driven out of the state.

## UNIFORM GRADING.

From a paper read by E. R. Ulrich, Jr., at the annual meeting of the Grain Dealers' National Association.

The subject given me, I believe, is one on which we, as country elevator men, should look for a marked improvement, if we would but take the matter up through a good active committee in conjunction with the inspection departments of the various markets throughout the United States. The interior western shipper needs uniform grading and the interior eastern buyer wants uniform grades, so that no matter with what market he does business he will be almost certain that whether he sells his grain to John Smith, of Chicago, or buys it from John Smith, of Chicago, on Chicago inspection, it will be the same as if it was sold to or bought of Joe Smith, of Philadelphia, on Philadelphia inspection.

There is one class of dealers that no doubt would not be benefited and that would not want uniform inspection, and these are the mixers, or some of the elevator owners or operators, who sometimes like to have the standard pretty high where they buy and pretty low where they sell, thus enabling them to mix to a good advantage. Look at a few of the inspection rules, for instance, as they now appear on the different grades of corn in the different markets:

In Chicago the rules on yellow corn provide that, No. 1 yellow corn "shall be yellow, sound, dry, plump, well cleaned," No. 2 yellow corn "shall be  $\frac{3}{4}$  yellow, dry, and reasonably clean, but not plump enough for No. 1. No. 3 yellow corn "shall be  $\frac{3}{4}$  yellow, reasonably dry and reasonably clean, but not sufficiently sound for No. 2."

In Toledo, No. 1 yellow corn "to be sound, dry, and only slightly mixed with unsound kernels and to be at least 95 per cent yellow corn." No. 2 yellow corn "to be reasonably sound, reasonably dry and reasonably clean, but not good enough for No. 1 yellow and to be  $\frac{3}{4}$  yellow corn." No. 3 yellow corn "to include all other corn not good enough for No. 2 yellow, may be slightly damp, but not so badly heated as to render it unmerchantable."

The Toledo grade of No. 2 white corn "to be white, sound, dry and reasonably clean, and to contain not more than 5 per cent of colored corn," and the Chicago grade, No. 2 white corn "shall be  $\frac{3}{4}$  white, dry, reasonably clean, but not plump enough for No. 1."

I could cite a number of instances of lack of uniformity in grades in the different markets. In one case a dealer bought 10,000 bushels of grain at a certain station. He had it inspected in Decatur. The corn which graded No. 4 in Decatur he turned to Chicago, as that market was best for the lower grades. The corn which graded No. 3 in Decatur he turned to Toledo. On arrival the corn which he shipped to Chicago graded No. 3 in Chicago, whereas it had graded No. 4 in Decatur, and that which he turned to Toledo graded No. 4 in Toledo, whereas it had graded No. 3 in Decatur.

Another instance: We shipped a car of corn to Toledo which graded No. 4 in Toledo. A sample out of the same car we sent to Chicago where the inspection department pronounced it No. 3, and said it would have graded No. 2 but for some bad grains which it contained.

What we need are inspection rules in all the markets which will be so similar that grain you are shipping to one market if turned to another will be almost certain to grade the same. In my opinion the inspection rules should be more explicit; and on each grade the rules should be so plain as to admit of but one construction. The percentage of unsound kernels should be specified; the weight per measured bushel

should be mentioned; the percentage of foreign substance, also whether the grade admits of sprouted grains or not and of musty smell or not.

We do not think that rules reading as follows are worded as they should be: No. 3 corn, "to be corn reasonably dry, reasonably clean, but not good enough for No. 2." Or, No. 3 yellow, "to include ALL OTHER corn not good enough for No. 2 yellow, may be slightly damp, but not so badly heated as to render it unmerchantable." According to the latter rule it seems to me either white or mixed corn, if not good enough for No. 2 yellow corn, might be classed as No. 3 yellow.

The country grain dealer heretofore, it seems, has had very little to say as to the inspection rules in the different markets, whereas he should be entitled to some voice in the matter as it is a matter in which he is vitally interested. You make a sale of 10,000 or 15,000 bushels of No. 3 corn for 20 days shipment in a market where you have not shipped for some time. The corn is shipped, just such corn as on your previous shipments had graded No. 3. The corn arrives at destination and is inspected, about half of it grades No. 3 and the balance No. 4. What are you to do about it? You appeal to the inspection committee. The original inspection is sustained, so you have to take your medicine and gulp down a large sized dose of experience and there it ends.

Take the inspection rules on oats. The Toledo, Philadelphia, Buffalo, Newport News, Boston and New York inspection rules on oats seem to go more into details as to weight than some of the other markets, while they vary a great deal as to the weight per bushel of the different grades; Philadelphia allowing, according to their rules in force Nov. 1st, 1896, white oats No. 2, to weigh not less than 27 lbs. per bushel; Newport News, according to their rules in force Sept. 2nd, 1895, requires No. 2 white oats to weigh not less than 28 lbs., and the No. 3 white oats to weigh not less than 25 lbs. per bushel; while the Philadelphia grade, No. 3 white oats, does not specify the weight.

The Buffalo inspection rules of Nov. 21, 1892, specify that No. 2 white oats shall weigh 28 lbs. per bushel and No. 3 white oats 23 lbs. per bushel.

The Toledo inspection rules of February, 1898, specify that No. 2 white oats shall weigh not less than 30 lbs. per bushel and No. 3 white oats shall weigh not less than 28 lbs. per bushel and No. 4 white oats to weigh not less than 26 lbs., thus taking a heavier weight on No. 4 white oats than some of the other markets take on No. 3 white oats.

Now these differences in inspection rules are but a few that can be found by comparing the different standards which the different markets have adopted.

What we, as country dealers want, is a grade of No. 2 red winter wheat, a grade of No. 2 yellow corn, a grade of No. 2 white corn and a grade of No. 2 white oats, etc., which will be the same in Kansas City, St. Louis, Chicago, Toledo, Detroit, Buffalo, Philadelphia, New York, Boston, Baltimore and Newport News and all our markets and which is one and the same grade in each particular kind of grain, so that whether we make a sale in any one of these markets we will know that it will make no difference as to the grading whether it goes to this market or to that market. We want the rules to be so explicit and comprehensible that there will be no chance of misinterpreting them.

Now in my opinion this is a field especially adapted for cultivation by our Grain Dealers' National Association assisted by the different state organizations of grain dealers, and I think our organization should appoint a strong committee to take steps at once towards a meeting of our committee with the inspection committee of the different Boards of Trade to be held at an early date, with the object in view of a uniform set of inspection rules to be used in all the principal grain markets of the United States; and also that our organization here to-day shall pass resolutions having the above object in contemplation and recommending the various state grain organizations to do likewise, is my sincere desire.

I think that the proper committee with the help of the various inspection committees of the different markets and the inspection rules of the different markets as they now are, with some revision, and adding some important points, could form rules which would be very good, and which we could recommend, and by which we would be better satisfied either to buy on or sell by.



## BOOKS RECEIVED.

**POUNDS TO BUSHEL TABLES**, wagon lots, is the title of a recent set of tables compiled for grain buyers to tell at a glance how many bushels of grain, weighing a certain number of pounds to the bushel, there are in any load of grain. It can be used for grain at the following weights per bushel, 32 pounds per bushel, 35, 45, 48, 56, 60, 70, 72, and 75. If you had a load of grain at 32 pounds to the bushel, which weighed 3510 pounds, you would turn to the page headed 32, then opposite the dark-faced figures 3,500, and under the column headed 10 you would find 109-22, which would show you had 109 bushels and 22 pounds. These tables are published by E. C. Davis, and copies can be had by addressing him at Minneapolis, Minn. Price, 35 cents.

**THE RAPID RECKONER** is the name of an easy computer for coal dealers, and is compiled to show a coal dealer at a glance how much any number of pounds of coal is worth at any price per ton from 75 cents to \$9 a ton. If you sold a person 700 pounds of coal at \$3.25 per ton you would first look for the dark faced type 700, and opposite 700 and under the column \$3.25 you would find the light faced figures \$1.14, which would show that 700 pounds of coal at \$3.25 per ton came to \$1.14. This reckoner is printed on heavy, white cardboard, with black-faced type and marked off with red ruling, which avoids confusion and delay. This reckoner is compiled by A. T. Murphy and copies may be had by addressing Grain Dealers Company, 10 Pacific Ave., Chicago, Ill. Price 50 cents.

## SOUTHEAST.

Contracts for a 1,000 bushel distillery have been let at Louisville, Ky.

E. C. Buchanan, of Memphis, Tenn., will build a corn elevator soon.

Gilbreath & Richardson, grain dealers at Lynville, Tenn., on Nov. 12, bought nine car loads of corn.

The Kentucky crop report for October says "Wheat acreage 7 per cent over last year. Condition of crop 96, against 62 last year. More is being sown. Much injury is reported to the corn crop."

The Standard Hay Co., of Norfolk, Va., is a member of the Norfolk Grain & Hay Association and sells regular dealers only, writes: "This association is already proving to be of great good to both shipper and receiver."

The Louisville Grain and Stock Exchange, of Louisville, Ky., has filed articles of incorporation, with a capital stock of \$10,000. The incorporators are John Fay, Henry Wehmhoff and C. E. Jeffers. A general brokerage business is to be carried on.

Why is not more grain exported by way of Pensacola, Fla.? That port has ample facilities for handling grain and can take care of a hundred times the grain business it is getting. Can it be that the L. & N. has invested its money in rain? Is its competitor in control of the elevator?

The Grain & Hay Association, of Norfolk, Va., has been formed, with the object to inculcate just and equitable principles in trade, to acquire, preserve and disseminate valuable business information, and to adjust controversies and misunderstandings between its members. This association has about 27 members composed of dealers and brokers of Norfolk and surrounding

towns. The officers of the association are as follows: Chairman, R. Henry Jones; Secretary, F. A. Bennett; Treasurer, Robert Wilson; Board of Managers, R. Henry Jones, F. A. Bennett, Robert Wilson, H. E. Owen, J. Hunter Rogers; Committee of Finance, R. Henry Jones, F. A. Bennett, Robert Wilson; Committee on Complaint, E. B. Hodges, J. Gray Reid, R. S. Weaver; Committee on Admission, J. H. Cofer, Jesse O. Reid, Geo. F. Wilkinson; Committee on Arbitration, J. H. Cofer, Jesse O. Reid, N. T. Robinson. The members of the association are as follows: Dealers; Jesse Jones & Son, F. L. Brandy, D. P. Reid & Bro., Wilson & Drummond, The F. A. Bennett Co., H. E. Owen Grain Co., J. Gray Reid, A. Berman, J. H. Cofer, H. P. Guy & Co., C. E. Scott & Co., T. C. Andrews & Co., J. Hugh Henry & Co., of Norfolk; Lindsay & Co., T. J. Barlow & Bro., Joseph A. Parker, of Portsmouth; John Cuthrell, J. H. Jacobs, J. A. McCloud, Jr., Berkeley; M. F. Jordan, Smithfield. Brokers, R. S. Weaver, E. B. Hodges & Co., T. S. Southgate & Co., T. E. Hayman, Standard Hay Co., Geo. F. Wilkinson, H. C. Davis, Jr., of Norfolk.

## MARYLAND.

The total amount of wheat exports at Baltimore, Md., for the four months ending Nov. 1 is 6,244,792 bushels.

Wm. N. Steward, of Englishtown, N. J., is buying grain, hay and straw for shipment to Porto Rico.

Samuel Cushwa's grain elevator, at Charlton, Md., was totally destroyed by fire Nov. 7. The fire originated from sparks from a passing locomotive falling on the roof. The loss is placed at \$10,000, with \$6,000 insurance. Mr. Cushwa has already started to rebuild the elevator.

## NEW ENGLAND.

Tom Jones has opened a grain store at North Waterford, Me.

T. H. Phair, of Presque Isle, Me., is erecting a grist mill at Washburn.

C. H. Siegars, of South Dresden, Me., is building a small storage house for grain.

The business men of Lincoln, Me., are organizing a company to erect a corn factory.

## PENNSYLVANIA.

As requested by the Chamber of Shipping of the United Kingdom and the London Corn Trade Association, the directors of the Maritime Exchange of Philadelphia have recommended a change of rule respecting grain shipments.

Unusual celerity has been exhibited in loading several grain vessels recently at Philadelphia bound for Europe. Three steamers which arrived on Thursday were loaded in time to have clearance papers issued at the Custom-house before 12 M. Saturday. These three steamers took out an aggregate of 292,000 bushels of corn. From Saturday, Oct. 29 to Nov. 5, 1,405,000 bushels of grain were taken from Philadelphia in thirteen different steamers. The exports of grain from Philadelphia are much larger than last year.

With six weeks to hear from the grain shipments from Philadelphia, exceed by 801,386 bushels the amount shipped from that port during 1897, the total for the present year thus far being 33,387,437 bushels. A fleet of 100 vessels is

en route to Philadelphia chartered for grain cargoes. It is estimated that this will bring the total grain shipments of the year up to 45,000,000, an increase of 13,000,000 bushels over 1897. Since 1888, when the total shipments for Philadelphia were 1,809,215 bushels, Philadelphia has rapidly been increasing her exports.

## NEW YORK.

Owing to the blockade at Buffalo, N. Y., there is a large fleet of vessels in Buffalo River waiting to unload, and the Bessemer fleet is expected from Duluth to increase the blockade.

The Central-Hudson and the Boston & Albany railroads are having their facilities for handling grain tested and the freight yards at West Albany are crowded with freight cars loaded with grain, owing to the choking up of yards in New York City.

The big 400-foot steamer Superior City took a cargo of 126,755 bushels of flax seed and 137,500 bushels of barley to Buffalo recently. It is said to be the biggest cargo ever taken into that port. The steamer was soon back toward Duluth for another cargo.

The board of managers of the New York Produce Exchange has rescinded the rule prohibiting "puts and calls." In spite of this rule, which has been in force for some years, these transactions have been carried on, but the rescinding of the rule will increase the "puts and calls" business.

As the result of a new order, which has gone into effect on the New York Produce Exchange, the throwing of samples of grain and flour on the floor of the Exchange will be punishable by suspension. A case was brought up against F. M. Hait on the complaint of F. M. Twinbull for such an offense.

Buffalo, N. Y., is experiencing a grain blockade, which may result in legal complications. The steamer Superior City, being unable to get rid of a remnant of her cargo, put it in another house and attached it for freight. The grain cargoes of the Pauly boats were treated likewise and then bonded and shipped.

The members of the New York grain trade held a meeting Oct. 31 at the New York Produce Exchange at which they decided to accept the proposition of the Brooklyn Wharf & Warehouse Co., to give free lighterage on grain on condition that the railroad equalization premium be abolished. The rule will take effect June 1st, 1899.

Emory M. Van Tassel, an old and prominent grain man of New York, died on Nov. 2, of pneumonia. He was one of the oldest members of the New York Produce Exchange. Mr. Van Tassel entered the grain business in New York in '55. In '89 he built an extensive grain elevator at the foot of West 11th St., and continued to operate it until about three years ago. He was a highly respected business man and widely known.

The Prescott, Ont., inventor of a roller boat, reports that the Lakes Roller Boat Transportation Co. has been organized for the purpose of carrying out his roller boat project. The company contemplates the construction this winter of a roller boat 100 feet long. It is claimed that this plan, if carried out, would make it possible for the 200,000-000 bushels of wheat exported annually



to Europe from this country to be handled for 10 cents a bushel.

Complaints have been received from Denmark of the New York grain inspection. But a prominent member of the New York trade says that the grain complained of was not inspected in New York, the certificate being given at some western center and no further inspection being made while the grain was being unloaded and reloaded at various places while in transit.

### OHIO.

H. J. Rudolph's elevator at Rudolph, O., is now completed and in operation. H. H. Rose has purchased the elevator at Edgerton, O., of Z. H. Travis, of Toledo.

A. Tanner, a prominent grain dealer in London, O., died Nov. 15. The deceased had been in ill health for several years.

Early & Daniels, of Cincinnati, O., have secured the control to supply the United States cavalry in camp at Huntsville with hay, oats and corn.

J. W. McCord, of the firm of McCord & Kelley, Columbus, O., has sold his elevator in South Columbus to C. S. Herr & Co., who operate elevators at Reese and Groveport.

Charley Barnard, who was for years a prominent railroader on the floor of the Cincinnati Chamber of Commerce, has been appointed to succeed Chas. E. Fish, as General Freight Agent of the C. H. & D. Ry.

Wm. E. Brigham and Chas. R. Bowman, of Toledo, O., have formed a co-partnership under the firm name of Brigham & Co., for a general commission business in grain and seeds. In addition to their grain business they have established private wire connections with leading grain and stock concerns in Chicago and New York.

The Grain, Hay & Feed Receivers' Association of Cincinnati, O., are going to take up the question of nonresident grain dealers who interfere with the legitimate trade of the Cincinnati receivers. It seems that outsiders have a car of grain consigned to themselves in Cincinnati, then come there and receive it. They are then in a position a great many times to undersell the regular dealers, for they have no office rent to pay, no taxes and are under little or no expense.

### MICHIGAN.

A new grain elevator is to be built at Applegate, Mich.

John Kinde, of Kinde, Mich., is improving his elevator.

Joseph Waltz will have charge of the elevator at Waltz, Mich.

An addition of a flour warehouse and office has been built on the elevator at Unionville, Mich.

Henry Schaibly, of Coats Grove, Mich., is building an elevator. It will be finished and ready to handle grain by the first of the year.

The elevator at Ludington, Mich., is being rapidly pushed to completion. Power for operating the machinery will be furnished by electricity.

Three grain and stock buyers at Clare, Mich., have paid out \$55,000 for those commodities to the farmers of the vicinity in the past four months.

H. Dickie, of Dayton, Mich., and W. Healy, of Lapeer, have bought the Silverwood elevator at Cass City, and will commence to operate it at once.

O. G. Murray, who has been conducting a grain and stock exchange at Saginaw, Mich., for two months, has closed up shop, and returned to Detroit.

Nickerson, Spratt & Greeley's elevator and feed store at Bar Harbor, Mich., were burned with the greater portion of its contents, Nov. 5. The loss is placed at \$8,500, with \$3,000 insurance.

Mr. Forbes and M. O. Sebring have entered into partnership, under the firm name of Sebring and Forbes, and will enter the grain business at Kalamazoo, Mich. M. O. Sebring was formerly of the firm of J. L. & M. O. Sebring, which dissolved partnership Oct. 1.

On Nov. 8, E. Woolcott's elevator, containing 4,000 bushels of wheat, and the Chicago & West Michigan Ry Co.'s depot at Watervliet, Mich., were entirely destroyed by fire. Sparks from a passing locomotive set the depot on fire, which spread quickly to the elevator. The loss is \$10,000. Mr. Woolcott carried \$1,000 insurance on his elevator.

The new cleaning elevator of G. L. McLane & Co., on the C. & G. T. Ry. at Battle Creek, Mich., is almost completed. It is equipped with all modern improvements and is designed to clean and transfer grain shipped from the firm's elevators in Southern Michigan and Northern Indiana. The engines are 125 H. P., a smokestack 60 feet high surmounts the boiler room.

### ILLINOIS.

A new elevator is to be built at Twin Grove, Ill., by Bloomington people.

John Doyle has let a contract for an elevator to be erected at Tuscola, Ill.

The smokestack blew off of J. C. Hawthorne's elevator at Cooksville, Ill., on Nov. 10th.

The steel is being put on the elevator built last winter by W. D. Castle & Co., at Gridley, Ill.

Bocock & Wright have leased and will operate the Hanson elevator at Rock Falls, Ill.

The Alton Grain & Stock Commission Co., Alton, Ill., has permanently suspended business.

R. E. Trickler & Co., have opened a grain office in the Trade Palace building at Rantoul, Ill.

The 20,000 bushel oat tank at the Schulte-Smith elevator, Hopedale, Ill., is about completed.

On Tuesday, Nov. 15, Geo. M. Clark, of Low Point, Ill., sold his elevator and store building in that place.

The new elevator of D. F. Graham, at Rock City, Ill., is nearly completed and the machinery is being put in.

J. Ed Miller, who has been a grain dealer in Hartsburg, Ill., for 17 years, was recently elected county treasurer.

J. N. Hairgrove has installed a 25 H. P. gasoline engine in his elevator at Virden, Ill., and is well satisfied with the results.

Robert Riley, of Saunemin, Ill., was in Symerton, Ill., recently looking over ground in search of a site for a new grain elevator.

Wm. Hagener, grain buyer of Beardstown, Ill., was in Arenzville, Ill., recently, and while there paid out about \$4,000 for corn.

Mr. Kelly, grain buyer at Abington, Ill., and Mr. Hart recently of Cameron, Ill., have purchased the Edwards dray line at Abington, Ill.

R. H. Nance, of Berwick, Ill., son of John Nance, an old grain man of Berwick, has sold his grain business to a company of that place.

Tolono, Ill., has two new elevators. One, owned by French & Co., is about finished, and the new Central elevator will soon be completed.

John E. O'Connor has bought a half interest in Mr. Thos. Ferris' new elevator, at Irwin, Ill. Formerly Mr. O'Connor was engaged in farming.

The directors of the Chicago Board of Trade have taken steps to urge Congress to promote the growth of the American ocean carrying trade.

The fire insurance company has adjusted the insurance on Owen L. Brining's elevator recently burned at Le Roy, Ill. About \$5,500 were paid.

Fred Brown, Jake Schreefer and S. Walker were elected Nov. 7th to act as directors of the Farmers' Elevator Co., at Leonard, Ill., to serve for three years.

Sam McPherson having returned from his mining region in the west, has entered the grain business again and associated himself with McLain Bros & Co.

The grain dealer at Anchor, Ill., took in 751 loads of corn during the three days of the week recently with prospects for as good a record for the balance of the week.

The Western Feed & Grain Co., has been incorporated at Chicago with a capital of \$20,000. The incorporators are Wm. L. Frank, George Packard and Henry J. Brandon.

The work of taking down the buildings connected with the Rush elevator at Champaign, Ill., has been partially accomplished and the ground may be cleared by December.

A car of corn consigned to Nash-Wright & Co., Chicago, from an Illinois point is supposed to be a record breaker. It contained 1,352 bushels or nearly 76,000 pounds.

The Belt Elevator Company, of Chicago, has been incorporated, with a capital of \$50,000. The incorporators are: T. A. Morgan, Jr., Charles R. Holden and William L. Tibbs.

The I. C. and Wabash railroads are having trouble over the use of tracks necessary to reach the different grain elevators in Champaign, Ill., and each road has spiked its switches against the other.

Messrs. Ford & Metcalf, of Lanesville, Ill., are going to make an extension to their elevators there, including additional wagon dumps. They will also put in a drag belt for conveying corn to the sheller.

Manager Sanford, of the Chicago Car Association, has announced that demurrage will not be charged on cars loaded with bran, feed, baled hay or straw, as extra time is required to inspect these cars.

Mr. Fuller and son, of Lafayette, Ill., have taken the contract for building a new elevator for J. B. Carson, Perdue, Ill. They have recently put the machinery into the Frederick and Carson elevators at Clarence, Ill.

C. C. Aldrich & Son, of McLean, Ill., recently paid W. B. Crain \$1 for an ear of corn. They have had a standing offer to anyone who would bring them an ear of corn 15 or more inches long. This is a new way to advertise.

A. B. Caldwell's elevator at Langhan, Ill., burned down Nov. 8th. It is supposed to have caught fire from a kerosene stove. The building with con-



tents, several thousand bushels of grain were only partially covered by insurance.

The corn crop of Illinois is somewhat disappointing. In many instances the yield is small, and besides being greatly damaged by moisture, the corn has been blown down and thus injured. Rains have interfered with the drying out of the grain.

The work of installing the cereal mills at Bloomington, Ill., has been completed and everything is moving smoothly. Manager Gooding said recently that the mills were receiving and using 7,500 bushels of oats and 2,500 bushels of corn daily.

The elevator of A. J. Speers, at Edelstein, Ill., burst recently, and its contents, about 10,000 bushels of corn, was spilled on the ground. The building was well filled at the time and was evidently not well built. Is this another product of the barn builders?

T. D. Hanson & Co., of Villagrove, Ill., write that not more than 80 per cent of an average crop of corn will be gathered, 20 per cent will be left in the field, that it contains 10 per cent more moisture than usual, and some of it may grade No. 2 next summer.

The chief enterprise which the Chicago Junction Railway secured for its lines this year is the Hawkeye Elevator just west of Hammond, Ind. The building is owned by D. H. Stuhr & Co., of Davenport, Ia., and has a capacity of 400,000 bushels. It is a barley and oats clipping house.

The contract for the new addition to Albert Schwill & Co.'s elevator at South Chicago has been let to Barnett & Record. Mr. E. Lee Heidenreich is to be the constructor. This will increase the storage capacity of the plant by 300,000 bushels, making the total storage capacity 900,000.

Secretary Frank E. Martin, of the Pratt-Baxter Grain Co., Taylorville, Ill., was found guilty by the stockholders and directors of the company Nov. 19 of embezzling \$5,000 of the Company's money. Martin had been bookkeeper for the Company for three years and held a small share of stock.

On Thursday, Nov. 17, the large steamer Amazon, loaded with grain, was stranded in the south Branch of the Chicago river, at 12th St., and as a consequence six other large grain steamers were unable to reach their destinations and were compelled to load at Calumet River elevators.

Chicago elevator men seem to be particularly unfortunate in securing the settlement of fire losses. The insurance companies seem to persist in holding out as long as possible. The Air Line elevator loss has been settled for \$95,000 without discount, the settlement being arranged by a compromised agreement.

The contract for a complete dust-collecting system for the new Grand Trunk grain clipping and cleaning elevator at Elsdon, Ill., has been given to Willmeroth & Raabe. This dust-collecting system will be one of the most complete ever placed in any elevator. It will have 17 Cyclone Dust Collectors. No dust will be permitted to get away.

The grain receipts for Peoria, Ill., this year will fall short about 10,000,000 bushels of the amount received in 1896, and 3,000,000 short of the receipts of 1897. The falling off is said to be due largely to the discrimination by the railroads, Chicago and other cities, while last year the burning of the ele-

vators there was highly responsible for the shortage.

If they can secure a desired right of way for a straight switch Dr. F. S. Tinslar and C. H. Risser will build a grain elevator at Kankakee, Ill. The land desired is a strip of property belonging to the Mound Grove Cemetery. The directors have asked a higher lease than the elevator men think the property is worth. \$100 a year for a ten year lease being their offer.

The Chicago Board of Trade members have had an animated discussion about changing the number of directors from 15 to about 5. It is argued that the present number is too large to handle the affairs of the Board as well as a smaller number of directors could do, but it is not probable that the number of directors to be voted on in January will be cut down.

Dwight W. Andrews and Benjamin F. Jenkins have been cleared of a charge of embezzling funds belonging to the Illinois State Grain Inspection Department. Andrews was formerly grain inspector and Jenkins held the position of cashier. It was alleged, they had embezzled a sum through a voucher, paid to the I. C. R. R. There are still two cases of embezzlement against Andrews.

At New York recently a cargo of 50,000 bushels of grain was loaded into a steamer in a day and the papers bragged about the wonderful feat. In Chicago 80,000 bushels can be loaded into a boat in little more than an hour and it is not unusual to load 50,000 bushels an hour. It is impossible to load grain in this manner in N. Y., as the heavy draft boats cannot go alongside the elevators and most of the grain is lightered, thus being handled twice.

## IOWA.

William Mann's elevator and mill at Frelich, Ia., were destroyed by fire recently.

The Iowa Central railway is looking for a good, live grain man to locate on that line.

The contractors expect to have the Peavey elevator at Council Bluffs, Ia., ready for use March 1.

Work on the Muscatine Oat Meal Company's elevator at Muscatine, Ia., is being pushed rapidly.

A new grain elevator is being built at Bristow, Ia. It will take the place of the one burned last spring.

Lamson Bros. & Co., of Chicago, have opened a grain and commission brokerage office in Davenport, Ia. G. Thede is in charge.

Burt Voeltz, of Monroe, Ia., has purchased the A. M. Whaley elevator, which will now be operated by the firm of Voeltz & Groeneveld.

W. L. Du Bois, of Rockwell City, Ia., has completed two large additions to his elevator, which now gives him a storage capacity of 30,000 bushels.

Ingold's elevator at Spencer, Ia., was destroyed by fire November 16. Quite a large amount of grain was destroyed by the fire. The total loss is placed at \$4,000, \$2,000 of which is on the grain; the building and contents were partly insured.

The Iowa weather and crop service bulletin for November reports the state crops as follows: Corn, 270,000,000 bushels; oats, 141,875,000; wheat, 25,230,000; barley, 14,300,000; rye, 3,545,000. The report shows Iowa to be the greatest corn producing states this

year, and shows a gain of 30,000,000 bushels over 1897. Corn averaged 32 bushels per acre.

A. Imholt, of Haverhill, Ia., has the elevator at Vancleve in good running order and is ready to receive grain from the farmers and bids from the dealers.

J. L. Gwynne & Co., of Imogene, Ia., sends the Ferguson Grain Company a newspaper clipping showing how generous the corn yield is in that section. They say it will fit in the St. Louis Star's commercial notes, and it does. It reads: "Corn gathering has begun in earnest and the yield is proving to be much better than was expected. No farmer reports less than 60 bushels to the acre, and the majority will go over 70. J. B. Armstrong has twelve teams employed daily in his great cornfields, and the magnificent yellow and white ears are coming in at the rate of 800 to 1,000 bushels a day. One man went to the field yesterday morning at 6 and by 9:30 came in with a load of 41 bushels, gathered from about one-third of an acre. It's no trick to pick corn fast when the big ears hang thick."

## INDIANA.

A new grain elevator will be built at Huntington, Ind.

J. A. McLeland, of Scircleville, Ind., has gone into the grain business at Terhune.

The elevators at Royal Center, Ind., have been taking in large quantities of corn this month.

Harry Bowesman, of Judson, Ind., has rented a warehouse in Waveland and will buy grain.

M. G. Jordan, of La Fayette, Ind., will have the management of the old Cones elevator at that place.

Partridge & Co., of Chicago, have opened a grain and stock exchange office in Frankfort, Ind. Full market reports and stock quotations are to be received daily.

O. L. Means, of London, Ind., and M. R. Senour, of Shelbyville, have purchased T. H. Lee & Son's elevator at Boggstown, and will operate it under the firm name of Means & Senour.

Thomas A. Morrison and Owen Thompson, of Frankfort, Ind., have purchased of J. H. Bowman & Co., fourteen grain stations, including ten elevators, on the Clover Leaf route, between Russellville, Ind., and Holgate, O., consideration, \$25,000. Their main office will be at Kokomo and in charge of Mr. Thompson; Mr. Morrison will have charge of the outside deals.

## KANSAS.

A new elevator is being built at Salina, Kan.

Marcell & Co., are building a grain house at Robinson, Kan.

J. F. Wellington, of Kipp, Kan., is having an addition built to his elevator.

The annual meeting of the Kansas Grain Dealers' Association will be held at Topeka early in January.

The three elevators at Sylvan, Kan., are reported full to overflowing with grain. Lack of cars for shipping is the cause.

The Rock Grain Co.'s elevator at Pawnee Rock, Kan., caught fire recently, but the prompt action of the employees saved the building.

The wire worm is doing great damage to the new wheat in northwest Kansas.



The farmers say the worm is a product of the rainy season of July and August.

There is a scoop shovel man at Highland, Kan., who buys grain at Robinson and Leona. His dealings have caused the regular dealer some little trouble.

S. C. King, of Nortonville, Kan., recently sold 15,000 bushels of corn in crib at 29 cents per bushel. This corn was cribbed two years ago and cost them 17 cents a bushel.

The new elevator at Perry, Kan., which was just built at a cost of \$5,500, and owned by Frank Stark and J. L. Raines, was totally destroyed by fire Nov. 6. The origin of the fire is not known.

On Nov. 14 a large bin containing 2,000 bushels of grain in Sheeran & Sons' elevator at Bennington, Kan., gave way letting the grain into the basement and on to the ground below. Some of it will be saved.

The Halstead Milling & Elevator Co., at Halstead, Kan., is covering the roof of its elevator and its office with galvanized iron. This company also has two steel storage tanks with a capacity of 30,000 bushels each.

## MISSOURI.

The Davis Grain Company's corn elevator at Nevada, Mo., which burned some time ago, is to be rebuilt in the near future.

Three of Kansas City's (Mo.) elevators, the Southern, Eclipse, and Star, have had oat clippers installed, and are doing good work.

Nebraska and Oklahoma grain dealers have arranged to co-operate with Kansas dealers in checking weights at Kansas City, Mo., elevators.

J. G. Meltner Grain Company, of Wichita, Kan., and the H. Parker Grain Company, of McPherson, have opened offices in the Kansas City Board of Trade.

The Merchants' Exchange, of St. Louis, Mo., has appointed five delegates to attend the meeting of the National Board of Trade, which will be held in Washington, D. C., December 13.

The Central Mills, at St. Charles, Mo., were recently destroyed by fire, the origin of which was spontaneous combustion. Dust collecting systems in mills and elevators pay big dividends.

F. Hammesfahr, who is at the head of one of the largest grain houses of Antwerp, Belgium, was in Kansas City, Mo., recently, making arrangements to increase his shipments of wheat from that city.

The board of directors of the Merchants' Exchange of St. Louis, Mo., at a meeting recently, decided to take no action on the petition to have No. 2 hard wheat made contract grade. The turning down of this petition was expected, but the advocates of No. 2 hard as a contract grade will resume the fight as soon as the new board of directors is elected.

The members of the Kansas City Board of Trade have decided to issue an official price current. It seems that the different firms in Kansas City, members of the board, have been publishing daily market letters, which they sent out to the different dealers, a dealer sometimes receiving as many as thirty different market letters in a day, when one would have answered the purpose. The publishing of the

price current will not only be a saving to the members, but will not burden the recipient with a large number of duplicate reports.

## NEBRASKA.

James McHenry is building a 15,000-bushel elevator at Emerson, Neb.

A new elevator which is nearing completion is being erected at Holdridge, Neb., by the Central Granaries Co.

Nebraska shippers complain of the car shortage and the scoop-shovel loaders are finding it difficult to ship any grain.

Mr. Clevenger, of Ohio, has bought the elevator at the K. C. & O. depot at York, Neb., and is having it repaired and put in condition to handle grain.

The Gilead correspondent of the Hebron, Neb., Champion, writes: "Starbuck has just put a new 'blower' into his elevator. The first car of oats was loaded with it on Wednesday. Woltemath says they are now prepared to 'load a car with wind' at any time."

Early on the morning of Nov. 8, the Rock Island depot and an elevator belonging to Garland & Co., at Prairie Home, Neb., were burned to the ground. The elevator, which was located about 50 feet from the station, contained 1,200 bushels of corn and 300 bushels of wheat. The value of the elevator was \$2,000; insurance, \$1,000. It is probable that the elevator will be rebuilt.

The Central Granaries Co., of Omaha, Neb., is doing a rushing business at its Lincoln elevator. About 60 cars of grain are being loaded daily at the elevator. During the month of October, the company handled a million bushels a day. Considerable delay is caused by a scarcity of cars. The capacity of its Lincoln elevator is 325,000 bushels, and besides this the company is operating sixty-five country elevators.

## PACIFIC COAST.

Washington grain this year is grading high, most of it grading above No. 1 standard.

Sibson & Kerr, of Portland, Ore., recently shipped 250,000 bushels of wheat to Queenstown.

The Spokane Supply Co., of Spokane, Wash., dealers in grain, feed, etc., have gone out of business.

During the month of October there arrived at Seattle, Wash., 663 carloads, or 464,100 bushels of wheat.

On Oct. 20 the Western Warehouse Co., of Waitsburg, Wash., bought 91,400 bushels of wheat at 54 cents delivered there warehouse.

The foundation for the Great Northern's elevator and warehouse at Seattle, Wash., is completed and the work will be pushed to completion.

Owing to a defective foundation, the grain warehouse of Parrish & Co., at Wilbur, Wash., broke down recently, when about two-thirds full.

State Grain Inspector Wright, of Washington, says regarding barley: "In the four countries south of the Snake river the barley crop was particularly good and found an immediate and ready sale."

W. H. Crowley's residence and granary at Newbury Park, Cal., were destroyed by fire Nov. 15. The granary contained 2,000 bags of grain. The fire originated from a defective flue in the residence and a strong wind carried the fire to the granary.

## WISCONSIN.

The Milwaukee Chamber of Commerce has joined the National Board of Trade.

The W. W. Cargill Elevator Co. has stationed a buyer at Lena, Wis., on the C., M. & St. P.

About 25,000 bushels of barley have been purchased for Henry Rahr's Sons' brewery at Green Bay, Wis., this fall.

Douglass & Dunn have rebuilt their elevator feed warehouse at Lake Geneva, Wis., and also put in a new grinder.

The new Gund Brewing Co., at La Crosse, Wis., is now buying barley. Its new elevator was recently put into operation.

Harry Crombie has secured the position of assistant manager for Manager McCormick at the Northern Grain Co.'s elevator, Galesville, Wis. On account of increased business Mr. McCormick had to have an assistant.

Richard, Graves & Roberts are building a new elevator at Oregon, Wis. It is to be 22x54 feet in dimension and is being built to replace the elevator recently burned at Oregon, which belonged to this company.

Grainmen at Superior, Wis., expect grain receipts to continue longer than usual this year, partly because the crops this year have been good, but principally because wheat is so wet that it will have to be dried before being thrashed.

## MINNESOTA.

The new elevator at Smartville, Minn., is completed.

The work of erecting the new farmers' elevator at Benson, Minn., has commenced.

It is quite probable that the merchants of Thief River Falls, Minn., will build an elevator at that place.

The Minneapolis Chamber of Commerce has decided to become a member of the National Board of Trade.

A. K. Knapp, of Mincoka, Minn., has sold five elevators in La Salle County, Minn., to Dunaway, Newell & Co.

McNikowski, Golata & Co., intend to build an elevator at Taunton, Minn., according to reports received from there.

The receipts of flax in Duluth, which are rapidly growing are said to be equal to those of all other points in the country combined.

The Farmers' elevator is now soon to be built. The building will be 24x40 and 10 feet high. Ole Bye has contracted to do the work for a consideration of \$35.—Herald, Peterson, Minn.

The farmers of Sanborn, Minn., held a meeting recently for the purpose of considering the formation of a Farmers' Elevator Association. The meeting was highly satisfactory.

About 362 cars of grain have been shipped from Sherburn, Minn., during the present crop year, and it is expected that 1,000 to 1,200 cars of grain will be shipped from there during the season.

On the night of Sunday, Nov. 6, the elevator of Bingham Bros., at Lake Benton, Minn., was almost totally destroyed by fire, together with about 9,000 bushels of grain, which it contained. The elevator was valued at \$2,000. The total loss is about \$7,000.

The Home Elevator Co., of Murdock, Minn., has been incorporated with a capital of \$10,000. The officers of the company are John Powers, John Bresnahan, B. F. Bresnahan, Joseph N. Mur-



phy, H. Gatwood, of Murdock, and Arthur McGing, of West Superior.

Hodgden & McDonald have built an elevator at Aitken, Minn., just east of their mill near the Mississippi bridge. It is the first elevator to be erected in Aitken county and will be used by the company for storing grain.

All previous records for one week's wheat receipts at Duluth, Minn., were broken during the week of November 13-20, the figures for the week being 4,177,470 bushels. That week's shipments amounted to 3,671,603 bushels, and the receipts for the past two weeks in that city were 7,890,542 bushels.

Owing to a shortage in the wheat supply, many elevators in Minneapolis have shut down. Heavy shipments to Duluth have brought about these conditions. If the situation remains unchanged when millers run short of wheat next summer they will have no supply to fall back on. Only about 80,000,000 bushels of the spring wheat crop remains to be marketed, two-thirds of it having already arrived.

The sub-committee of the Executive committee of the Chicago Underwriters recently declined to make the rate on the grain in the malt house of Albert Schwill & Co., at South Chicago, the same as on the building and machinery.

## CANADA.

Geo. Gilmer is erecting a grain warehouse at Edmonton, Alberta.

The Calgary Milling Co.'s elevator at Calgary, Alberta, is completed.

Mr. Wake, of Minnedosa, Man., has purchased the elevator at Shoal Lake.

John Street, Sr., has opened a flour, grain and feed business at Whitewood, Assiniboia.

Members of the Winnipeg Grain Exchange want to raise the membership fee from \$100 to \$125.

The Farmers' Elevator Co., of Portage, la Prairie, Man., is installing a grain drier in its elevator.

D. C. Bush, who was representing George Leary, grain dealers at Swan Lake, Man., has absconded with \$1,200.

The Intercolonial Ry. Co., is building a new grain elevator at Halifax, N. S. The contract calls for its completion Jan. 1.

McMillan & Lane have installed a grain drying machine of 1,000 bushels capacity in their elevator at Morden, Man.

Shaw & Dickinson, at Victoria, B. C., commission, grain, feed, etc., have dissolved partnership. Dickinson will continue the business.

An attempt has been made to start a bucket shop at Vancouver, B. C. The Mayor says he will not allow such an institution to run in Vancouver.

Alex McFee, of Montreal, Can., has been appointed as the Montreal representative on the western grain standards board, which meets at Winnipeg.

R. H. Williams and John Moody, of Regina, Assa., have formed a partnership under the firm name of John Moody & Co. They will deal in grain.

Jos. J. King, has installed an artificial grain drying plant in his elevator at Port Arthur. It was put in by the Paine-Ellis Grain Drier Co., of Milwaukee, Wis.

The Winnipeg Grain Exchange, of Winnipeg, Man., has decided on the following export grades for 1898 crop:

Wheat, No. 1, hard, No. 1 and No. 2 northern; oats, No. 2 white, and No. 2 mixed.

## SOUTHWEST.

It is estimated that 500,000 bushels of Texas corn was shipped to Galveston during month of October.

The grain, hay, coal and wood establishment of Morris Bros., of Fort Worth, Tex., was destroyed by fire Nov. 8. Loss \$300.

The Ogden Milling and Elevator Co., of Ogden, Utah, has secured a contract for 100,000 pounds of flour to be shipped to Honolulu.

Houston, Texas, papers are beginning to look far into the dim future, and picture Houston as a great grain center, when she becomes a port, with a multiplicity of railways.

Kingfisher, Okla., is experiencing a car famine. A Kingfisher paper states that the eight grain elevators, as well as all available shanties are filled with wheat awaiting shipment.

The Garrison Milling & Elevator Co., of Hooper, Colo., will rebuild its warehouse and elevator, which was recently destroyed by fire. The old elevator had a storage capacity of 225,000 bushels.

Pittman & Harrison, grain dealers at Sherman, Texas, have installed the latest improved clipping and cleaning machinery in their elevator, and are furnishing clipped and recleaned oats at a cost of 2½ cents per bushel, over the regular price for unclipped and uncleaned oats.

The large elevator and grain warehouse of E. G. Beall, at Van Alstyne, Texas, was totally destroyed by fire Nov. 7. At the time of the fire the elevator contained 45,000 bushels of oats and 20,000 bushels of corn, the loss is placed at \$18,000, of which \$10,000 is on the grain, with \$11,000 insurance, \$6,000 of this amount being on the grain. The origin of the fire is not known. Last February an elevator belonging to Mr. Beall, situated in the same location, was destroyed by fire.

President J. P. Harrison and secretary E. H. Crenshaw, of the Texas Grain Dealers' Association were recently in Galveston, Tex., investigating the methods and facilities for handling grain through that port. While in Galveston transportation was arranged for the members of the association to visit that port in a body Dec. 4. It is thought that every member of the Texas Grain Dealers' Association will avail himself of the opportunity offered to acquaint himself with the methods and facilities for handling grain at Galveston.

Some New York papers made the remarkable statement that 50,000 bushels of grain were loaded into a steamer in 18 hours, at the port of New York. Galveston, Tex., papers come back and prove that is the amount usually loaded in an hour from the Galveston elevators. In connection with this article an amusing incident was brought out, some few months ago an English vessel was being loaded with grain from one of the large elevators at Galveston, the grain was being let in so rapidly that one could notice the hull sinking in the water, the captain was scared and asked them to stop sinking his ship, he went off to make a complaint to the authorities that his ship was being sunk, and when he returned, found his ship all loaded and ready for departure.

## NORTHWEST.

A new grain elevator is being built at Humboldt, S. D.

The Atlantic elevator at Fingall, N. D., was totally destroyed by fire Nov. 11.

The Northwestern Elevator Co., is rebuilding its elevator at Albee, S. D., and will be ready to resume business again in a short time.

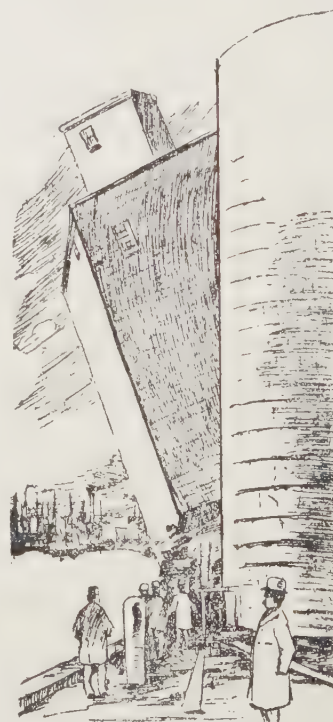
It has been alleged that as much as 40,000,000 bushels of wheat have been damaged in the Dakotas and Manitoba by the heavy rains this fall.

E. D. Ellis, of the firm of Ellis & Brandley, Bozeman, Mont., has accepted a position as manager for the Davidson Co., grain dealers, at Butte, Mont.

In what is known as the Bluewater section of Montana, 2,144 bushels of wheat were raised from 65 acres and 1,260 bushels of oats from 23 acres.

## MILWAUKEE ELEVATOR LEANS NO MORE.

The Kraus-Merkel Malting Co.'s elevator at Milwaukee stands within fifteen feet of the Milwaukee river, in fact it has only docking between its foundation and the river. On the morning of October 20 a steamer with a steel protected bow, made for the purpose of enabling it to pass through fields of ice, was turned, by mistake into the docking at the base of this elevator, and, tearing its way through it knocked the foundation from under the elevator.



Milwaukee's Leaning Elevator.

When the boat's engines were reversed and it backed out the elevator kept leaning over farther and farther toward the river until the captain of the boat feared his vessel was to be demolished. But when at an angle of 25 degrees it stopped, and stood a good reminder of Pisa's leaning tower. It looked as if it might topple over into the river at any moment, and, in order to save the structure, and to avoid damage to the craft on the river it was soon righted, and now it has resumed its original position.





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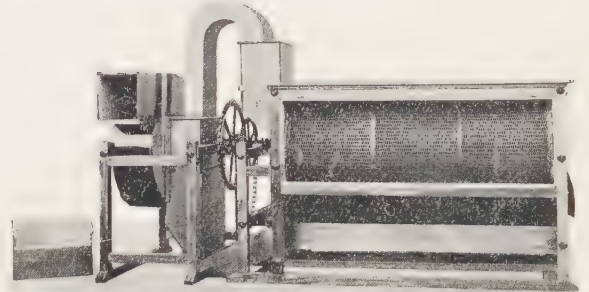
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PLANS MADE ON APPLICATION  
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In ordering send sample of receipt in use now. Address

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## FUMA CARBON BISULPHIDE.

"The wheels of the gods grind slow but exceeding small." So do weevil, but don't let them grind your grain, it doesn't pay. "KILL THEM WITH FUMA," are doing.

"Why stand idly by while myriads of insects eat what has cost so much labor to harvest?"—H. E. Weed.

The best remedy in every respect for killing grain insects is Bisulphide of Carbon. It is cheap, effectual and easy to apply."—Alabama Exp. Sta. Bulletin 61.

Send for illustrated pamphlet. It is interesting, readable and will save you money.

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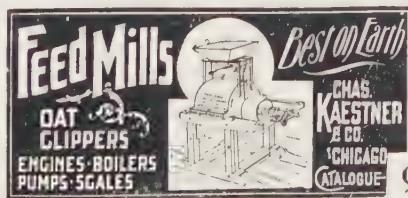
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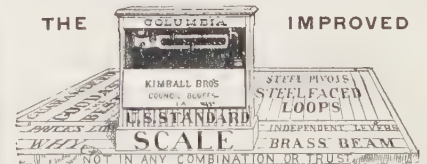
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Designers of Elevators, Flour Mills, Steam and Electric Power Plants.  
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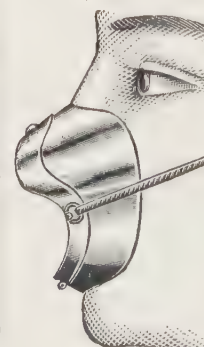
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Runs in dampness, heat or steam.  
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Write for circular.



## REGULAR GRAIN DEALERS.

In addition to the names of regular grain dealers of Illinois which were published in Nos. 4, 5, 6 and 7 of the Grain Dealers Journal, we have received the names published below. If the names of any scoop-shovel men appear, we trust the regular dealers will promptly notify us so we can make the necessary changes before publishing the list in book form for distribution among dealers and receivers, who desire to avoid bidding irregular shippers and do not want their consignments. If any names of regular dealers have been omitted we will gladly add them to the list. Look over the following and let us hear from you:

Abingdon, Ill.—G. W. Cline.  
 Alton, Ill.—E. O. Stanard Milling Co.;  
 Alton Roller Milling Co.; Sparks Milling Co.  
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 Arcola, Ill.—J. D. McLean & Co.  
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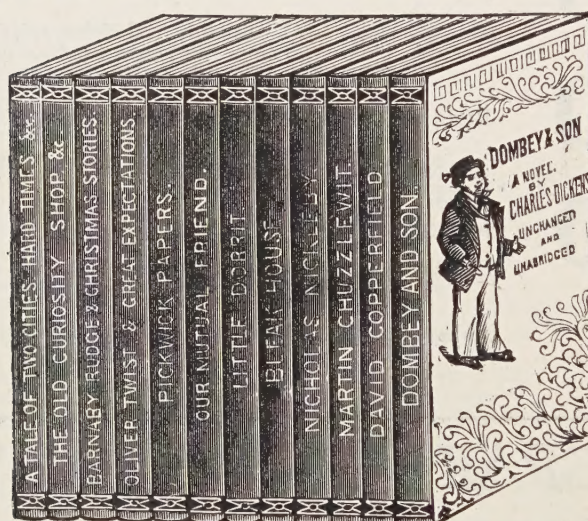
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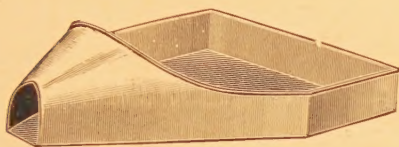
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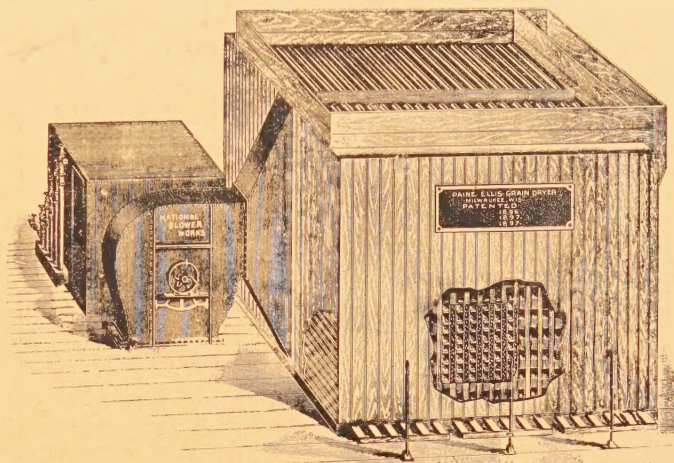
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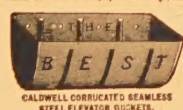
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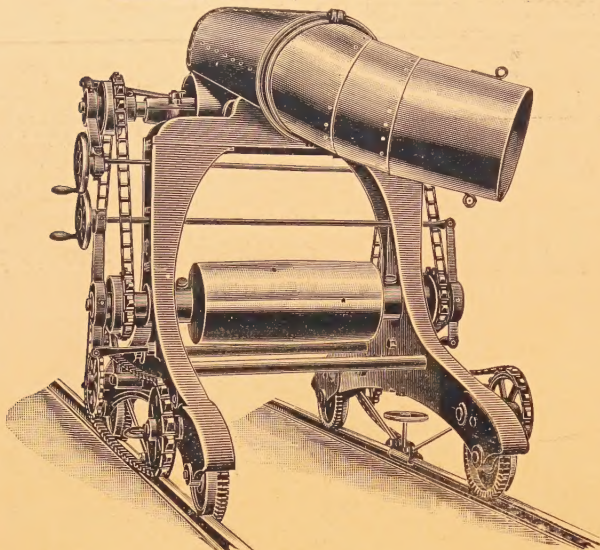


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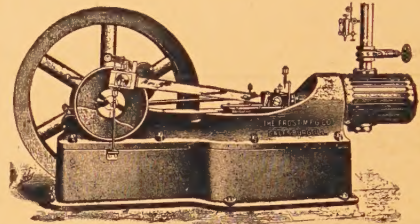
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